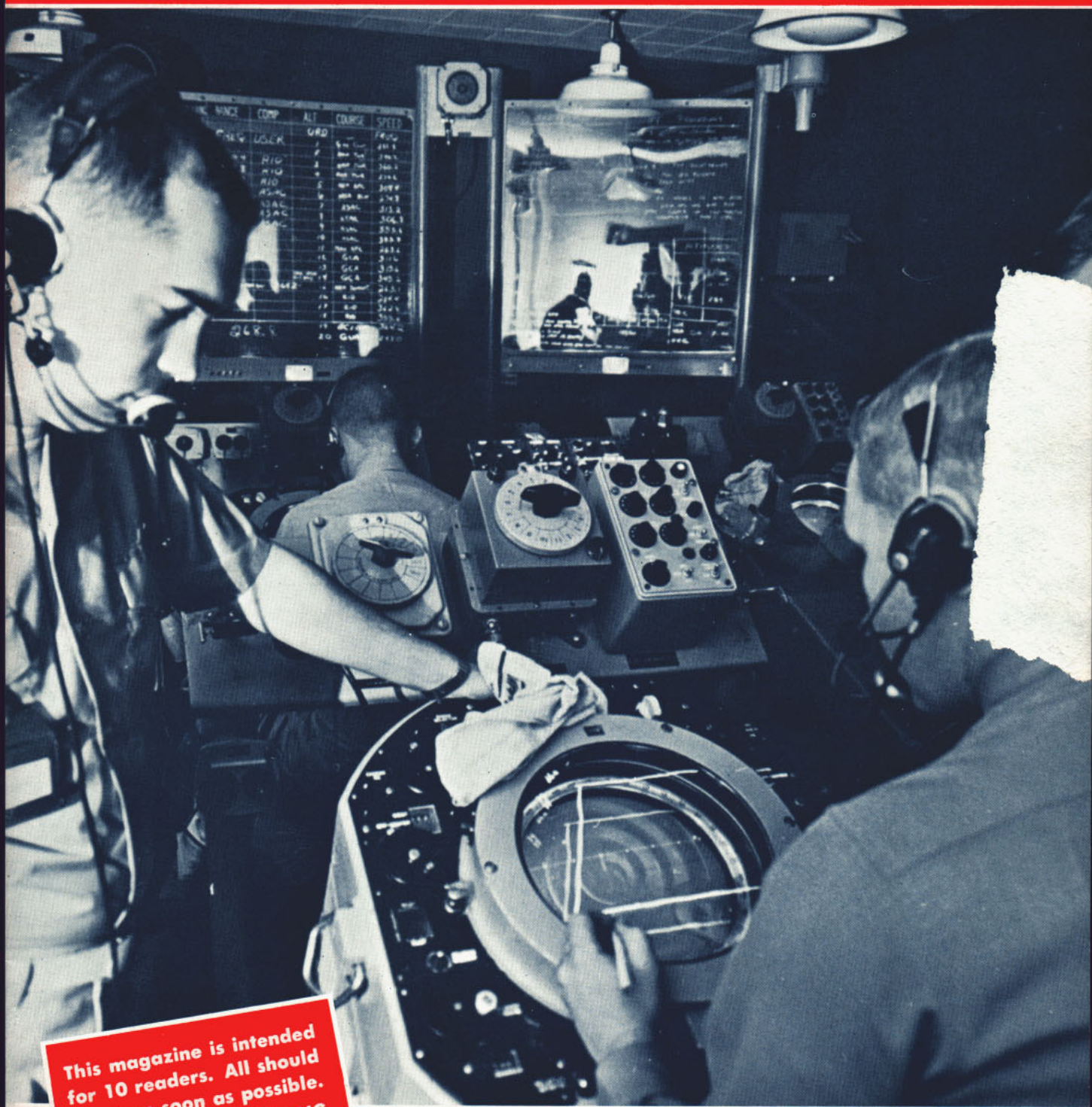


★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

MARCH 1965





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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MARCH 1965

Nav-Pers-O

NUMBER 578

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• **FRONT COVER:** ON THE AIR—Radar Intercept Officer students (RIOs) work out problems at Navy's Air Technical Training Center, Glynco, Ga., where they learn advanced techniques for seeking out and pursuing unidentified jet aircraft.

• **AT LEFT:** ROUGH RIDERS—Guided missile frigate USS Coontz (DLG 9) is viewed through tackle aboard supply ship USS Castor (AKS 1) as she makes her approach for underway replenishment during heavy weather in the South China Sea.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



FRIENDS OF U.S. NAVY — Foreign students study at Navy schools. Rt: Vietnam student at NTC San Diego.

Navymen from Fifty

ANY REASONABLY traveled U. S. Navymen doesn't have to look far before he finds a foreign naval officer or enlisted man who is a graduate of a U. S. Navy school.

The U. S. Navy has trained foreign students for so long that it would be difficult to point to a specific date as the beginning of such training. It might be said, however, that a co-ordinated training program for foreign naval personnel has been in operation since 1950.

Each year about 600 foreign of-

ficers and enlisted men come to the United States from nearly 50 foreign countries to study in USN schools. Requests for instruction cover a variety of subjects, but ASW and amphibious courses rank high in popularity.

Ninety five per cent of the courses taken by foreign students are the same as those given to U. S. Navymen. The remaining five per cent are designed specifically for foreign navymen.

Since supply courses designed for

U. S. personnel aren't adaptable to most foreign supply systems, many of the classes intended exclusively for foreign students are concerned with this field.

U. S. Navy schools offering supply courses to foreign students tackle the problem from the angle of material accounting. This gives the student a more practical approach to his own problems and, incidentally, improves his navy's accountability for equipment received through the U. S. Military Assistance Program.

Another course designed exclusively for foreign personnel is the Naval Command Course given at the Naval War College, Newport, R. I. This course is open only to commanders and above which, for practical purposes, means commanders and captains.

Graduates of this course frequently attain flag rank, and some eventually rise to top posts in their own navies.

FOREIGN STUDENTS have varied in rank from seaman to admiral. Their qualifications are comparable to those required of U. S. Navymen. Each student is carefully screened by his own government to see that he possesses the necessary qualifications and ability to perform. This precaution usually results in the stu-

CHILEAN sailor gets pointers at Seabee electrician school, Port Hueneme, Cal.





NAVY schools help make firm friends.

Nations

dent's passing with flying colors.

Since there is no such thing as a sure winner, it follows that some foreign students flunk out. A poor showing, however, is usually attributable to unexpected difficulty with English language plus other factors, such as homesickness, family trouble or any of a multitude of other stresses which can arise to bedevil a student thousands of miles from home.

While the students are in the States, their hosts make very effort to show them how our government works and what goes on in our com-



SUB CHASERS—Members of Japanese Maritime Self-Defense Force learn operation of sub attack trainer while attending classes at FTG, Western Pacific.

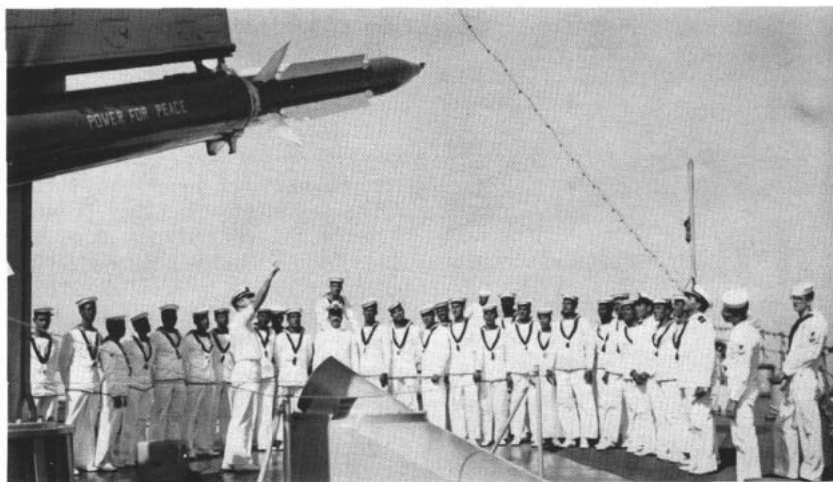
munities. Officers are given an opportunity to see government in operation from the national to the local level. This procedure may someday be followed in the case of enlisted students, also.

Both officers and enlisted men are taken to local libraries, government offices and other focal points of community activity while they are in school. They are also frequently invited to be the guests of civilian and Navy families.

Foreign students almost invariably return to their own country with pleasant memories of the United States and a better understanding of the U. S. Navy way of doing things.

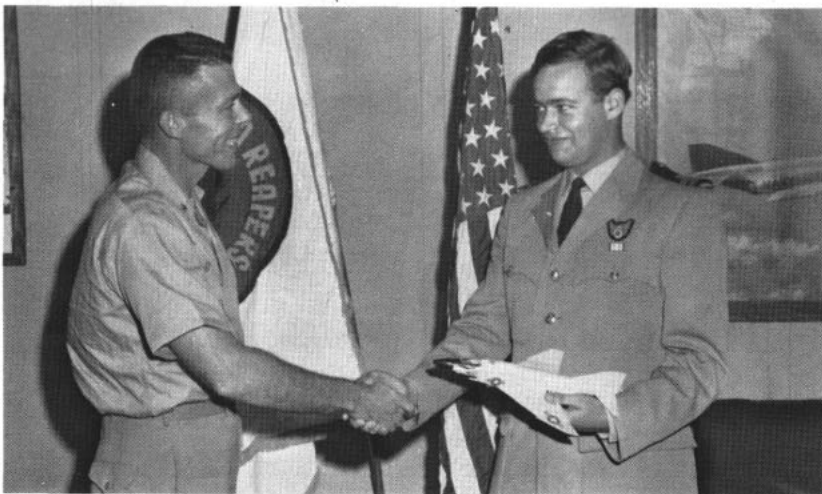
This produces a bonus for us in foreign officers and enlisted men who are warmly disposed toward the United States. It also produces a certain standardization of methods among friendly navies which they and the U. S. find mutually beneficial.

NEW FRIENDS—Visiting Libyan Navymen get the word on Terrier. Rt: Foreign students attack in fire-fighting school.



MARCH 1965





BRITISH Lieutenant C. L. James is welcomed to VF-101 by Commander G. W. Ellis. James trained under Royal Navy-U.S. Navy Officer Exchange Program.

FOREIGN STUDENTS are no strangers to the United States Naval Academy. They have studied there since it opened its doors. In 1906, however, Congress officially noted their presence and provided that foreign students would be admitted to the Academy in accordance with laws thereafter enacted.

There are, at present, 17 foreign students at the U. S. Naval Academy—three from Peru; two each from the Philippines, Belgium, Venezuela and Chile and one each from Ecua-

dor, Argentina, Honduras, Nicaragua, Costa Rica and Panama.

The discipline and academic requirements for foreigners studying at the Naval Academy are the same as those which apply to United States students.

The entrance requirements also read the same, but have shadings here and there to fit the situation.

Briefly stated, the entrance requirements for foreign students are these: They must be between 17 and 22 years of age and possess the

FOREIGN students at Academy represent Peru, Philippines, Costa Rica, Belgium, Venezuela, Chile, Ecuador, Argentina, Honduras, Nicaragua, Panama.

physical attributes of prospective midshipmen.

They must be able to speak, read and write idiomatic English and have a certificate from an accredited secondary school or college in the United States. If they did not receive their secondary education in the United States, they must take the College Entrance Examination Board Scholastic Aptitude Test and achievement tests in English composition and mathematics.

The examination given foreign students in English composition is the same as that given to United States students, although due consideration is accorded foreign students when the test results are evaluated.

Each foreign candidate for entrance to the Academy at Annapolis must be conversant with the literature of his own country and have completed a course in his native literature generally equivalent to two years of secondary work in the United States.

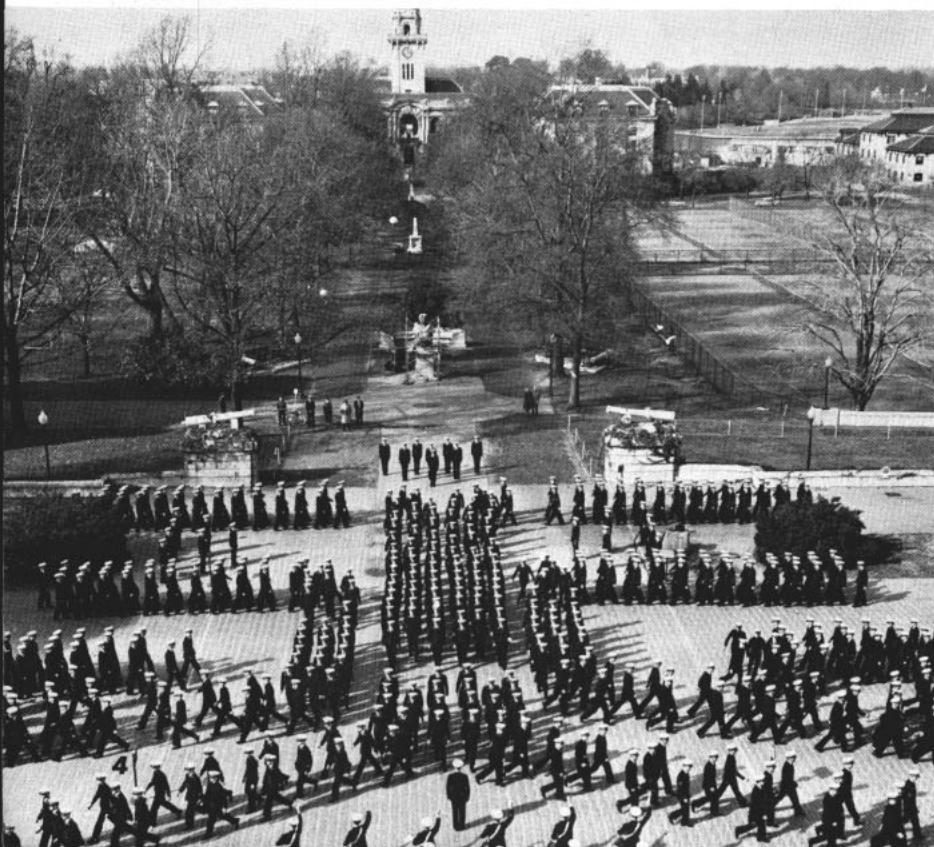
THE EXPENSE of educating foreign students at the Naval Academy is borne by the government that sends them. As a result, that government is interested in getting its money's worth and it usually does.

Foreign students coming to Annapolis are sometimes graduates of the naval academies in their own countries, although the age requirements for entry in the United States Naval Academy usually preclude this possibility.

Obviously they must have a high intelligence quotient, because four years at the Naval Academy are not easy even for United States students to complete. For students who are not in their native environment and for whom English is not a mother tongue, academic life is tougher.

Foreign competition for appointment to the U. S. Naval Academy is always great, but there is more in some countries than in others. In the Philippines, for example, two were chosen from about a thousand.

The dividends for the United States in this program are considerable. Foreign students have a lot on the ball when they enter the Academy. They usually have a creditable standing in their graduating class, and many eventually attain high rank in their own navies. Presumably they carry with them through the years a warm feeling for the United States and its Navy.





PacFleet Maneuvers

THE CREWS of some 20 surface ships and submarines had drilled and redrilled in preparation for Exercise Union Square. And they were ready to show how much they learned.

Conducted off the West Coast, Union Square thoroughly tested both the friendly and aggressor forces.

On the second day, Commander First Fleet boarded the attack carrier *uss Coral Sea* (CVA 43) to observe her readiness in antiaircraft and anti-submarine warfare. As her aircraft patrolled the skies and delivered their payloads to the beaches, the carrier's crew guarded their ship against the simulated aggressor.

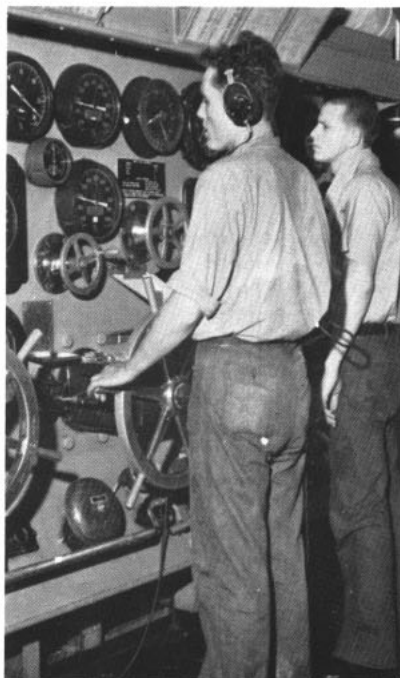
The other ships in the friendly task force included the attack carrier *uss Hancock* (CVA 19); the guided missile cruiser *Providence* (CLG 6); the guided missile frigates *Halsey* (DLG 23) and *Dale*

(DLG 19); the destroyers *Hamner* (DD 718), *Wiltzie* (DD 716), *Chevalier* (DD 805), *Somers* (DD 947), *Rowan* (DD 782), *Gurke* (DD 783), *Buck* (DD 761) and *Black* (DD 666).

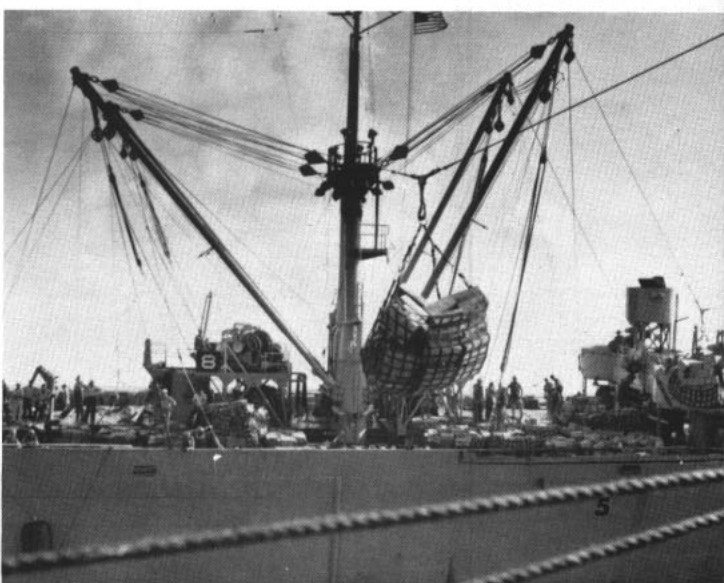
The aggressor forces consisted of the two submarines *uss Menhaden* (SS 377) and *Caimen* (SS 323) and several air units.

Underway replenishment for the task force was provided by the fleet oilers *uss Neches* (AO 47) and *Cacapon* (AO 52), the ammunition ship *Mount Katmai* (AE 16) and the stores ship *Aludra* (AF 55).

Clockwise from top: (1) Flight deck crews watch jets take off from *uss Coral Sea*. (2) Engine room must produce and maintain speed needed during operations. (3) Supplies are highlined during exercise. (4) Gun mount phone talker at GQ.



MARCH 1965





ON CRUISE—Missile destroyer, *Claude V. Ricketts* (DDG 5) was manned by crew from NATO nations during exercises.

Sailors of Seven Navies Man

AS SHE TAKES PART in Caribbean training exercises, *uss Claude V. Ricketts* (DDG 5) looks much like any other U. S. destroyer in her class. There is, however, a decided difference. *Ricketts* is manned by a crew representing seven nations of the North Atlantic Treaty Organization.

This destroyer with an extraordi-

nary crew might be called the prelude to a possibility.

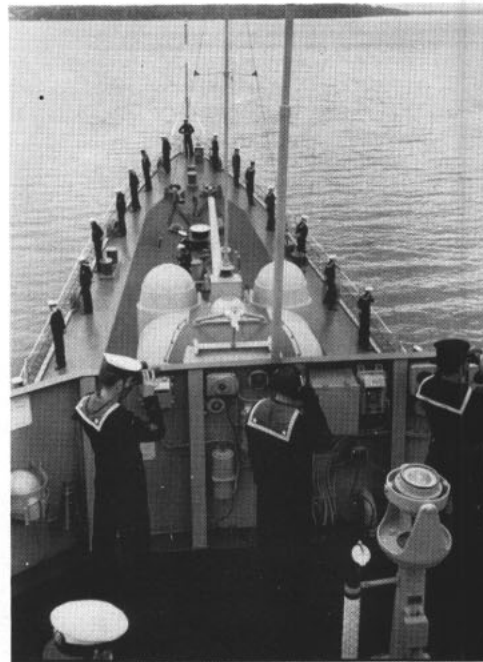
The prelude is a mixed-manning demonstration to show that a multinational group of sailors, with their divergent personal habits and customs, can live and work together within the confines of a modern warship yet conform to a common discipline and achieve a common goal.

The possibility is a NATO Multilateral Force which is usually abbreviated to MLF.

While the Multilateral Force is still the subject of political discussions among NATO nations the mixed-manning of *Ricketts*, is an accomplished fact.

For the U. S. Navymen on board, there are only the normal qualifica-

MULTI-NATION—Royal Navy PO talks on phone as multi-nation crew mans engine room. *Rt: Ricketts'* crew mans the rails.



ALL HANDS

tions and training. Most foreign personnel, however receive indoctrination at home on what to expect while serving in a United States ship.

Many of the foreign crew members also attended U. S. Navy schools to learn how to maintain and operate the equipment aboard *Ricketts* and to become better acquainted with U. S. Navy methods.

Among these schools were the Guided Missiles School, Dam Neck, Va.; the Naval Training Center, Great Lakes, Ill.; The CIC School, Glynco, Ga.; the Naval Schools Command, Newport, R. I.; the Fleet Anti-Air Warfare School, Dam Neck, Va.; the Fleet Training Center, Norfolk, Va.; the Naval Schools Command, San Francisco, Calif.; the Fleet Training Center, San Diego, Calif.; as well as the Fleet Sonar School, located at Key West, Fla.

This Ship

BEFORE THEY were selected in their respective countries, all those considered for mixed manning duty had to be able to speak English and be qualified to fill billets held by their counterparts in the U. S. Navy.

When foreign crew members began arriving on board *Ricketts*, it was the policy to have at least one officer from the new crew member's country on board to assist him in adjusting to his new life.

After a non-U. S. crew member reported for duty, he usually had several weeks of on-the-job training with his American counterpart to insure an orderly turnover.

Foreign Navymen, like U. S. sailors (and about everybody else, for that matter), are interested in answers to the basic questions of "how's the food and what's the pay."

Providing an international crew with meals like those in their own countries is no easy job.

In the early stages there were only British and American commissarymen on board *Ricketts*. However, their German, Italian and Dutch counterparts are now on the job cooking up the specialties of their respective countries, plus the national dishes of sailors whose countries are not represented in the DDG 5 galley.

Even with a diversified menu, all of the people can't be pleased all of



TEAM WORK—United States, Greek, Turkish, and German Navymen man DDG's bridge. Below: German, Italian and U. S. deck gangs handle line.





MISSILE MEN—German officer discusses *Tartar* with U. S. men. *Rt*: International crew works combat information center.

the time. Before the ship was fully manned, a German seaman yearned for sauerbraten. The British commissaryman pointed out that the situation could be worse—much worse. He could have had corn flakes.

FOR A WHILE, pay will probably be a sore spot in an otherwise reasonably happy picture—at least until adjustments are made here and there. Compensation of course, varies from Navy to Navy and, when converted into American dollars, it doesn't always balance out—a point that doesn't sit well among those whose pay comes from the small end.

The comforts and privileges of some have also taken a beating. British personnel are accustomed to a daily ration of rum, which they do not receive while serving on this ship (they are, however, compensated at the rate of three and one-half cents per day).

NO EFFORT IS MADE to sort out the crew members by nationality, either by living accommodations or occupation. Her foreign officer billets offer an idea of just how mixed the mixed manning of *Ricketts* can be.

The missile officer and engineering officer, for instance, are from West Germany, the CIC officer and First

Lieutenant are from the United Kingdom, while the weapons officer and assistant CIC officer are Italians.

The Damage Control Assistant and Fire Control Officer are from Greece; the ASW officer is Dutch and the navigator is from Turkey.

More than half the billets in the Combat Information Center, both under CQ and normal conditions, are non-United States.

A typical underway watch on the bridge can have an Italian OOD, a Dutch JOOW, a German helmsman and a British boatswain's mate-of-the-watch.

The mixing of nationalities carries over into social life, too. Since all members of *Ricketts'* crew speak English there are no language barriers, which makes it easy for foreign members to enjoy entertainment ashore, the same as U.S. crew members.

Foreign sailors in the United States are plagued with the problem that bedevils U. S. sailors when they are in a foreign port—the visiting souvenir hunter who comes on board and thinks nothing of snatching a sailor's hat.

For the foreign sailors on board *Ricketts*, however, the problem is somewhat more complicated than for the American who has an ample supply of white hats available on his own ship.

Until other provisions are made, a foreign sailor on the mixed-manning ship who loses his hat is liable to

Multilateral Force: A Thumbnail Definition

Although every Navyman who reads the newspapers has heard about MLF, defining the Multilateral Force (MLF), is not so easy. Its shape and, indeed, its existence are still under consideration by the interested nations.

Here, however, are some salient features which may apply to the Multilateral Force concept:

- The sea-borne MLF is envisioned as a force of about 25 ships with merchant-type hulls to be manned by personnel from the participating nations of the North Atlantic community. Each ship would carry eight *Polaris* missiles.

- About 80 per cent of the force

would be on station at all times.

- Surface ships were considered most suitable for the Multilateral Force because they could be built quickly (as compared with *Polaris* submarines, for example). Logistic support for surface ships would be relatively simple in the NATO waters in which the MLF would operate. Their initial cost and subsequent operating expenses would be less than the cost for a comparable fleet of subs.

- Merchant type hulls, very similar to ordinary Merchantmen, were considered desirable, but these MLF ships would be built from plans developed for MLF.



LINE UP—Crew of *USS Ricketts* returns to compartments after quarters.

have a problem while a new hat is obtained. This sometimes means a new one must be sent from home—wherever that may be.

IF DISCIPLINE is called for on board *Ricketts*, it is dispensed by the senior national officer on board, after his consultation with the U. S. Commanding Officer.

If the offense is minor, the offender can expect about the same treatment he would receive in his own Navy. In case there is ever a major offense involving a non-U. S. *Ricketts* crew member, the offender would be turned over to his own national authorities.

In the meantime, *Ricketts*, a U. S.

Navy ship with a U. S. captain and an international crew, functions the same as any other ship of its class in the U. S. Navy.

Some of the crew members are there because they asked to be. Others are there simply in response to orders. Most like it, while a few may not. Morale seems high, and the crew members are apparently trying hard to make the mixed-manning demonstration work, since there does seem to be a considerable willingness on the part of most of those on board to learn the customs and languages of their shipmates.

In October *Ricketts* made a ceremonial visit from her home port of Norfolk, Va., to Washington. Since then, she has been conducting routine training for ships of her type with (*Tartar*) missile firings and naval gunfire support exercises in the Roosevelt Roads area off Puerto Rico.

This year, the mixed-manned ship is scheduled to deploy to the Mediterranean. There she will come under the operational control of the Sixth Fleet and will take part in Sixth Fleet and NATO forces exercises.

While in European waters, *Ricketts* would be available to visit ports in all the nations represented on board, and, when the demonstration ends on 1 December 1965, all foreign personnel will return to their parent navies. The ship will then resume her normal activity in the U. S. Atlantic Fleet with a U. S. Navy crew.

—Robert Neil

Ricketts' Complement

While the mixed manning demonstration is in progress, about half of *uss Claude V. Rickett's* complement will be from the United States and about half will be personnel of the British, Italian, Turkish, Royal Hellenic, Dutch and West German navies. The following table summarizes the national contingents for the ship:

	Officers	Enlisted Men
West Germany	2	47
Italy	2	30
Greece	2	24
United Kingdom	2	24
The Netherlands	1	17
Turkey	1	10
United States	10	164



BRIDGE GAME—Turkish navigator and USN assistant plot course. Below: Game Accey-Ducey is played by crew.



SEA TALK—NATO Navymen swap sea tales while relaxing in ship's mess.





SEABEE LEARNS how to use portable flame thrower. *Right:* Firing from behind cover on a 100-yard transition course.

Recognize These Men? They're

TODAY'S SEABEES, performing rough jobs in many parts of the world, must be tough and ready, and training is an important part of readiness.

Mobile Construction Battalions Three and Seven provided cases in point as they underwent training periods before their overseas deployments. Most of the training was part of the Seabees' program to build up an organization with military know-how as well as construction can-do.

MCB Three, of the Pacific Fleet, homeported at Port Hueneme, Calif., completed two weeks with the Marines at Camp Pendleton.

They began on the firing line with instruction on M-60 machine guns, 3.5 rocket launchers and .45 pistols.

On the obstacle course the Seabees found themselves undergoing jungle-type operations—crawling under barbed wire and hurdling obstacles under simulated wartime conditions.

The climax of the two weeks' training was a two-day field exercise, which pitted the battalion against a platoon of Marine trainees who served as aggressors in day and night fighting.

Pointing up the variety of Seabee training, another group of 26 officers and men from MCB Three enrolled in a scuba course held at Port Hueneme and nearby Oxnard Air Force Base.

About 20 hours of classroom work

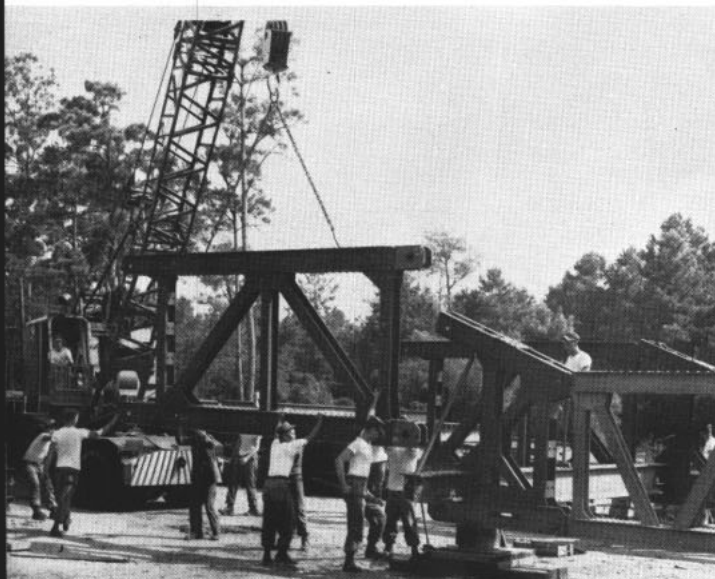
taught the Seabees water safety and scuba procedures. This was followed by 15 hours of practicing the lessons in the water.

Final tests were conducted in the ocean, where each man had to execute a dive, remove and replace his face mask, and remove and replace his breathing apparatus underwater.

As a conclusion to the course, all of the men became licensed scuba divers. Another class began soon after the first was completed and plans were underway for a battalion scuba club.

MCB SEVEN's Seabees took six weeks of training at Camp Lejeune, N.C., where heavy emphasis

BRIDGE-BUILDING course made Seabees feel more at home. *Rt:* Scuba diver emerges from ocean after taking test.



ALL HANDS



DUMMY GRENADES are thrown for practice. Below: Seabee cooks gain experience setting up chow line in the field.

Seabees!

was placed on training the men in night warfare. Courses included mine and booby-trap detection in the dark, night rifle marksmanship, night combat and reconnaissance patrols, compass training and infiltration under fire.

In addition to taking the regular training, many men attended one or more specialized schools. One was the Mine and Demolitions School, which taught use of various explosive materials, laying minefields, disabling mines and an introduction to some types of foreign mines.

A two-week course in rigging and bridging encompassed methods of breaching streams and other obstacles with various portable bridges.

Some of the men attended other schools in field communications, camouflage, instructor training, field cooking, field medicine and weapons.

At the rifle range, over 70 per cent of the MCB Seven personnel qualified with the M-14 rifle on the Standard Navy "B" Course, with 15 earning Expert Rifleman distinctions.

As with their Pacific Fleet counterparts, the Seabees ended their training by defending a position against Marine "enemies."

On the professional side of the training fence, today's Seabees have the knowledge and experience to clear jungles for airstrips, build bridges, and conduct disaster control operations. As we've said many times, they're mighty versatile.

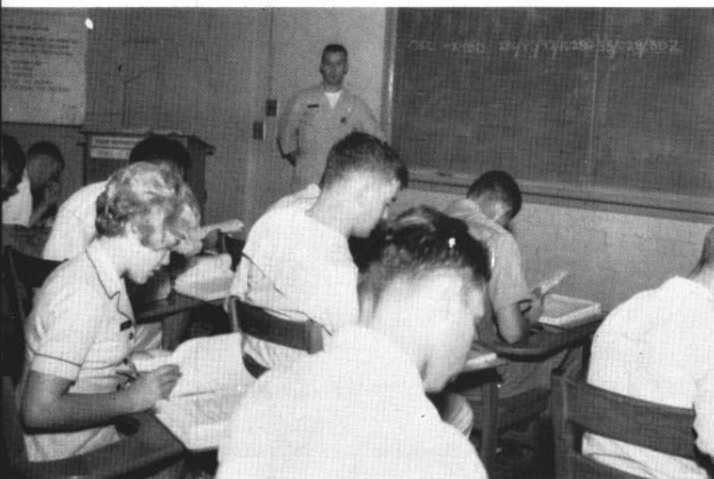


INFANTRY STYLE—Infiltration courses had many common hazards of battlefield. As Seabee goes through mud he must watch for booby-trapped wire.

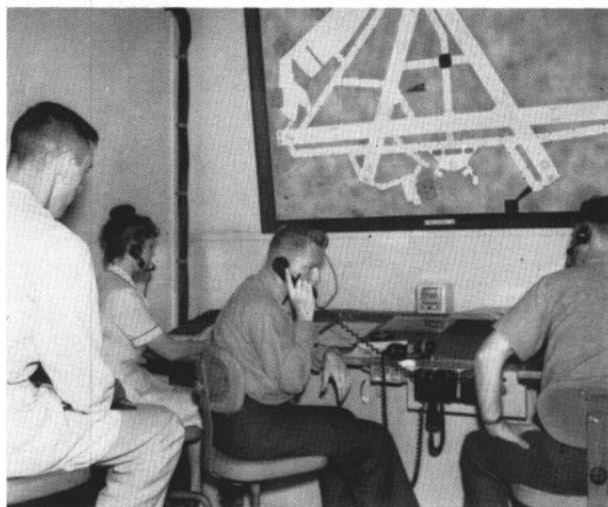




LIKE REAL—Air control students use actual control tower equipment in simulated tower at NATTC, Glynco, Ga.



AVIATION weather is the subject taught in this class.
Below: Glynco students issue instructions to pilots.



Navy School for

IN SHARP CONTRAST to its original purpose, that of housing airships during World War II, today hangar two at the Naval Air Technical Training Center, Glynco, Ga., is the home of the Air Traffic Control Schools. At one of these, the Aircontrolman "A" School, Navymen, Marines and Waves are taught to work in Navy and Marine Corps control towers.

Originally Aircontrolmen were taught at Olathe, Kansas, but the school moved to Glynco in 1962.

The school provides enlisted personnel with the basic knowledge necessary to meet the requirements of Aircontrolman Third Class and of the Federal Aviation Agency for certification as Control Tower Operator.

The primary mission of an AC is to aid the pilots of aircraft and provide for the safe and prompt movement of air traffic. With our modern aircraft operating faster than the speed of sound, the job of the aircontrolman has become more complex than ever before.

To assist the pilot in takeoffs, landings, weather,

STUDENTS receive and give air traffic control clearances.





ON DECK—Instructor demonstrates use of runways. Rt: AC students train with mock-up of surveillance radar.

Aircontrolmen

navigating, holding and general en route services the aircontrolman must be trained in many different phases to understand the problems encountered by the pilots.

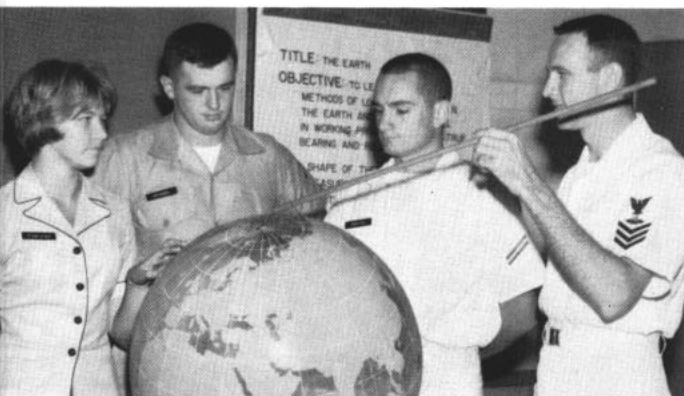
To provide this training, the 16-week Aircontrolman School is divided into six phases. Students learn the basic fundamentals of aviation and acquire a thorough knowledge of air traffic rules, airport traffic control, air route traffic control, communications operating procedures, flight assistance service and aids to air navigation.

Using charts, publications and equipment, students acquire a thorough knowledge of air operations office procedures by working under simulated conditions. They develop the basic techniques of controlling air traffic by operating in a mock-up of an air control tower and by actual control of aircraft.

Before graduating the student must successfully pass a written examination for air traffic control tower operators which is administered by the Federal Aviation Agency.

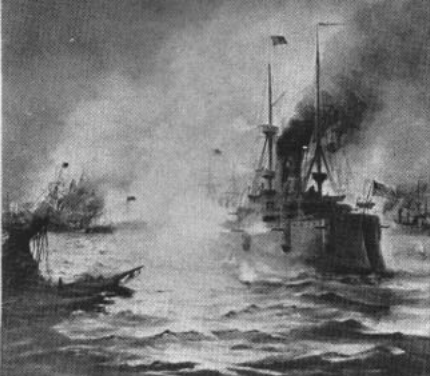
—N. M. Jock, JOSN, USN.

RIGHT THERE—True north is explained to AC students.



HERE'S HOW—Instructor helps students in flight planning class. Below: Students act as pilots in radar lab.





YOU CAN MAKE IT:

A Voyage Back into

IF YOU'RE a normally inquisitive human, you can't help but be more or less interested in the organization with which you serve—the U. S. Navy. Considerable background can just simply be absorbed painlessly through routine indoctrination and sea stories around the barracks and wardroom.

But if you have an inquiring mind this may not be enough. If so, we would like to commend to your attention a source of information you may have overlooked—the naval museums. There are many of these and they may be found in almost every part of the nation.

The next time you have some free time, make a few inquiries and take a look around you. You'll find a whole new world awaiting you.

The word "museum" literally means a "temple of the Muses"—in other words, a place of thought and study. Technically, a museum can be anything from a single case in a

quiet corner to a gigantic building with thousands of specimens. Or it can be a complete ship.

GENERALLY, service museums may be classified in four groups: technical or technical-historical, historical, art and special (this would even include shipboard displays).

A technical museum exhibits objects that illustrate a specific technology. For example, in some museums you'll see the development of naval ordnance, including basic types of heavy guns and small arms, ammunition, loading mechanisms and fire control equipment down to replicas of the latest missiles. The displays are characterized by cutaway specimens, working models, layouts and explanatory charts. Even the Navy experts in these fields can learn a lot about their specialties—both past and present.

A historical museum attempts to trace the development of broad or-

ganizations, such as the government or the Navy, or parts of the Navy, or of a technology.

As you might expect, a naval art museum would contain prints and paintings of naval battles and ships, sculptures of naval heroes, fine ship models and examples of decorative arts incorporating naval motifs in their design.

Special displays cover a wide range. Shipboard displays may be working displays of technical progress.

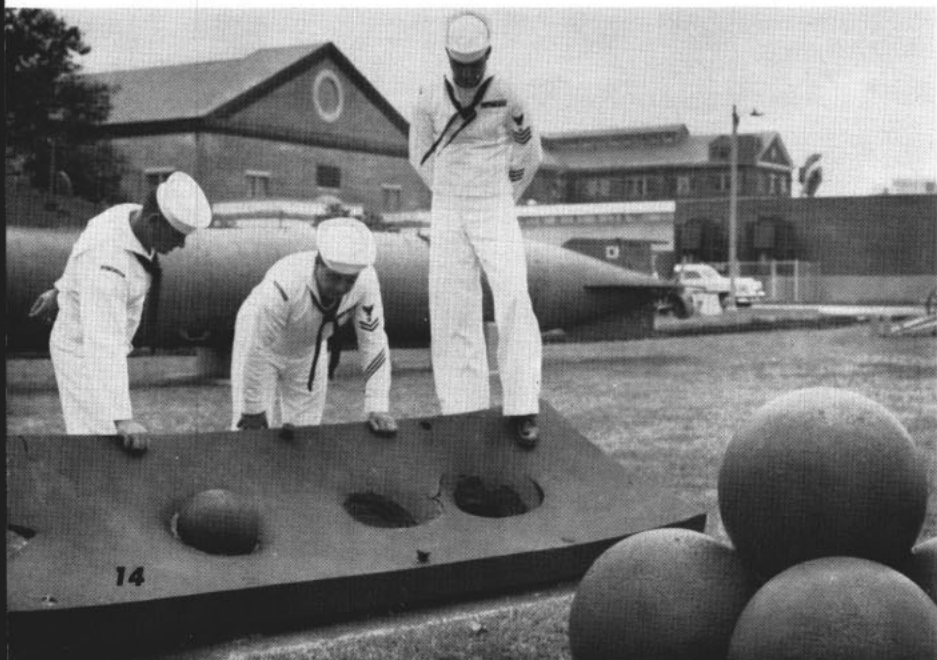
When a ship visits a foreign port, it becomes, in effect, a special display. Visitors see first hand what the ship can do.

Check the box on these pages for the location of the museum nearest you.

IN ONE OF THE Navy's oldest establishments—the Washington Navy Yard—you'll find a museum under development which is now open to visitors. Just outside the yard's 19th century Breech and Mechanism and Gun Shop, in which the museum is located, a two-man Nazi submarine rides out her days on a sea of grass. Inside this three-block-long building, signal flags hang over displays that trace naval history from the continental Navy to today's nuclear-powered Fleet.

There is a large metal replica of the plaque which marked the spot on which the Japanese signed their surrender on board the now-decommis-

ROUND ROUNDS—Navy men examine effect of cannon balls on old armor while visiting exhibit of past naval weapons at Washington, D.C., Navy Yard.





History

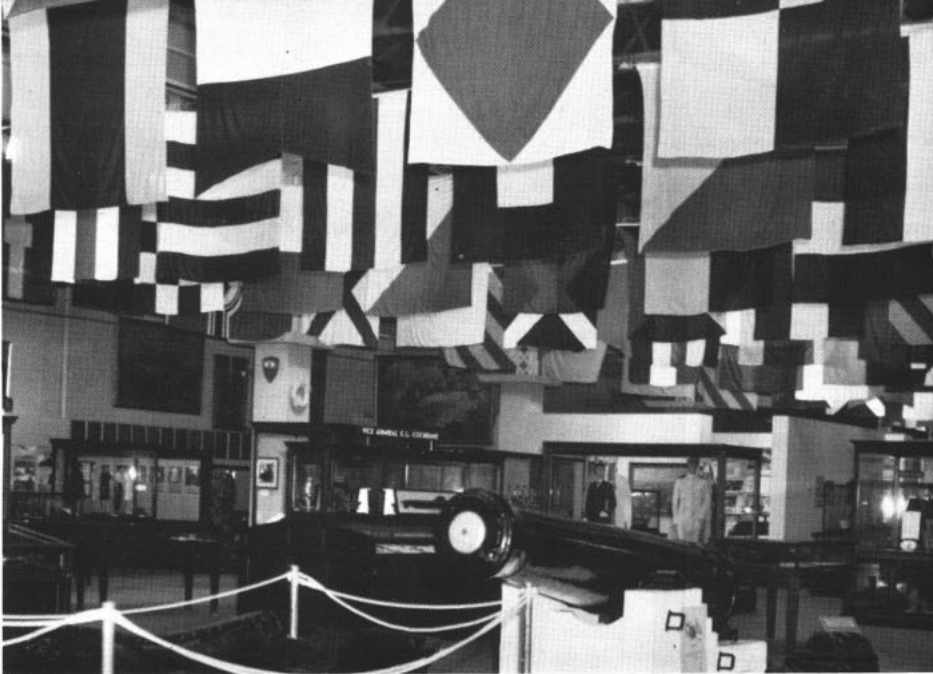
sioned battleship *Missouri*. Everywhere there are the words of famous naval heroes. Over the diorama of the 1779 battle between the *Bon Homme Richard* and the British frigate *Serapis* is John Paul Jones' famous retort to the English skipper's suggestion of surrender—"I have not yet begun to fight."

A piece of timber from *Chesapeake* recalls Captain James Lawrence's dying words, "Don't give up the ship." In the section devoted to the War of 1812 is one of the most satisfactory messages of all time—Commodore Oliver Hazard Perry's, "We have met the enemy and they are ours."

You will see a radar view of the junction of the Potomac and Anacostia Rivers on one of the earliest radar sets made in this country.

Across the street in two quiet parks, you will see a display of weapons ranging from 300-year-old brass cannons to U. S., German and Japanese weapons of World War II. From periods in between there are such odds and ends as Hotchkiss revolving cannons captured in the Spanish-American War, Confederate guns from the Civil War, a huge plaque describing the big railway guns made at the gun factory in World War I and assorted other reminders of the past.

One of these is Long Tom, a cast-iron gun made in France in 1776. This gun blasted its way to fame during the war of 1812 in the Por-



SEA LORE ASHORE—Museum at Navy Yard, Wash., D.C., is packed with interesting displays. Below: Sailors look at exhibit at Truxtun-Decatur museum.

tuguese port of Fayal in the Azores. The ship which carried it, *General Armstrong*, was sunk and the gun went down with it. Many years later, Long Tom was recovered from the bottom of Fayal Harbor and presented to the U. S. by the Portuguese.

WHILE YOU'RE in Washington, stop by the Truxtun-Decatur Naval Museum. There you will see relics of naval history from many famous ships of the past.

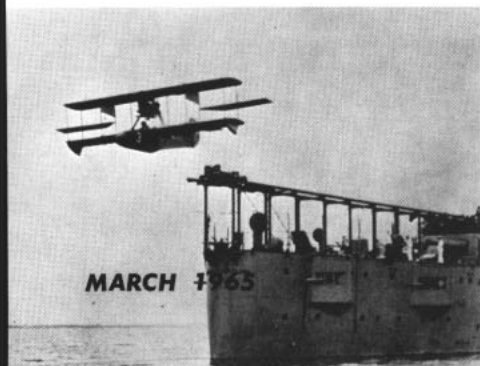
In May of 1950 the museum was opened to display historical exhibitions devoted to the theme of Seapower. This collection of items from yesterday's Navy, gathered by the Naval Historical Foundation, is located at 1610 H Street N. W., just a short cruise from the White House. The museum is next door to the historic Decatur House, now open as a national naval shrine.



THERE ARE MANY other museums at various bases throughout the country—at Annapolis, Md., Portsmouth, Va., Pensacola, San Diego and Port Hueneme to name but a few.

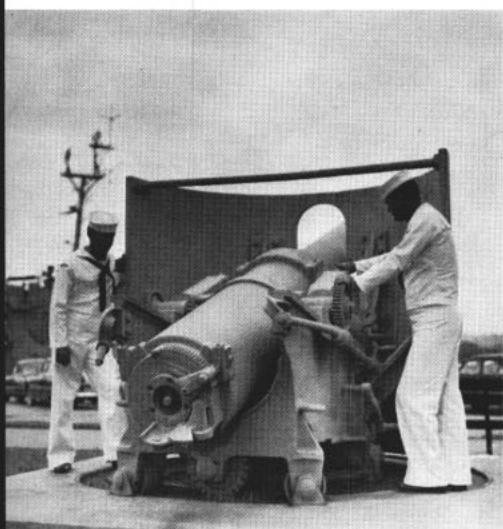
You will find quite a collection of

NAVAL ACADEMY Museum is lodged in this building on Academy grounds.





FOR BIRDMEN—Naval Aviation Museum at NAS, Pensacola, depicts development and heritage of naval aviation. Below: Gun from USS Maine is studied.



relics at the Naval Academy museum about an hour's drive from Washington. Over 50,000 items are on display including the famous Henry Huddleston Rogers collection of 108 ship and small boat models. These have been referred to as "the million dollar collection," a good estimate of their worth. But the figure can hardly begin to represent their historical value.

A collection of 13 historical marine paintings by Edward Moran, an English-born artist, is at this museum. Requiring many years of research to attain their accuracy, the series represents a maritime history of the U. S. The introductory painting of this series ("The Ocean—Highway of all Nations") is considered one of

Soon to be Launched: Army-Navy Museum

Carpenters' Court, as history buffs know, is a small section in the Independence National Historical Park in Philadelphia. Although it is quiet today (except for the shuffling-through of myriad tourists), the court was the Pentagon of our fledgling nation in the 1774 to 1800 period (ALL HANDS, August 1964, page 29).

Here the Navy of the Revolutionary War was formed by the Continental Congress. Arms were stored in the hall, and soldiers drilled in the courtyard.

In recent years, the Navy has been interested in establishing a museum here, and the Army had a similar interest in a museum of its own. Subsequently, it was agreed that a joint Army-Navy museum would be built.

The new museum will be housed

in the Pemberton House (to be reconstructed). It sat in a corner of Carpenters' Court from 1775 until it was demolished in 1812. Over 12 years of research on similar historical buildings in the area will help achieve authenticity.

As a touch of recognition, the names of all donors—whether their contributions are incorporated in a group gift or made individually—will be listed in museum records.

Information on contributing to the Army-Navy Museum Fund is contained in OpNav Notice 5750 of 10 Jan 1964. Support of the project offers a special opportunity not only for those ships bearing Revolutionary and post-Revolutionary War names, but for all ships and stations to perpetuate their names in an appropriate museum.

the finest seascapes in this country.

The most valuable painting on display is a portrait of Captain James Lawrence. It is valued at slightly more than \$75,000.

In addition to its paintings and ship models, the Naval Academy Museum has collected many pistols, rifles, muskets, swords, cutlasses and other lethal weapons, both ancient and modern.

Of course, not all the museum's possessions are in the building itself. You will find many in Bancroft Hall, the midshipmen's dormitory, with its Memorial Hall and reception rooms, and in every building frequented by midshipmen.

IF YOU HAPPEN to be down Norfolk way, stop by and visit the museum at Portsmouth, Va. You'll see the history of the Portsmouth area, the shipyard and the armed forces of the locality. Its feature attraction is a model of css *Virginia*, said to be the first ironclad ship to engage in naval battle.

Also on display, you will see ship models, uniforms, flags and armament of all types, from early muskets to the *Polaris* missile, together with early regional maps, photographs and printed information.

South to Florida, the Naval Aviation Museum in Pensacola shows the growth and heritage of the Air Navy from its beginning in 1911 to the modern era of space flight. One special type of display features pictures of aircraft and aviators bonded to a piece of translucent fiberglass and placed over exterior windows.

Hundreds of displays and exhibits for the museum have been shipped from naval air units throughout the world. Such a one is an F4B-4 fighter used by the Navy from August 1929 until the middle 30's. Later it was used as a fighter trainer through 1941.

Displays of a current nature feature exact duplicates of space capsules used by Astronauts Glenn and Schirra in their space flights.

ON THE West Coast at NTC, San Diego, another Navy museum contains many historical objects from the early seafaring days. A detailed replica of HMS *Victory* which was Admiral Lord Nelson's flagship is perhaps the most popular. Presented to the Navy more than 20 years ago by a former film director and producer, the handsome model is 20

feet high, 25 feet long and weighs two tons. The model was used in a motion picture which told the story of Nelson's life.

Near *Victory* is the eight-foot builder's model of the cruiser *uss San Diego*. Originally the ship was commissioned *California* in 1907, but the name was changed in 1914. While cruising from Portsmouth, N. H., to New York in July 1918, a mine explosion ruptured *San Diego's* hull. The ship rolled over and sank within 20 minutes. Six lives were lost, but if American steamships had not conducted rescue operations in the mine-infested waters, there would undoubtedly have been many more casualties.

Other displays in the San Diego Museum feature officer and enlisted uniforms that date back to the early 1900's. You will also see the bell that rang out the time aboard the old *Yorktown*. In addition, you will view an old Spanish cannon and shot, which was found off the coast of Florida and is considered to be over 100 years old.

Three large displays show the birth of our Navy from 1775 to 1783, the sinking of the battleship *Maine* in Havana Harbor, and the Great White Fleet's cruise around the world.

Of special interest is the battle-worn 30-star flag which is nearly 100 years old. It is the flag which flew from the mast of the sloop-of-war *Kearsarge* in 1864 during one of the few at-sea engagements of the Civil War.

UP THE COAST at Port Hueneme, a museum tells the story of the Seabees. Through the use of special viewers, the visitor can compare scale model displays of the McMurdo Sound Scott Camp in 1912 and the McMurdo Camp of 1956 which was built by the Seabees. This and lots more at the Seabee Museum.



ON VIEW—Seabees work on native hut at Port Hueneme. Below: Figurehead of *USS Lanchester* and rail of *Hartford* are displayed at Mariners Museum.



For example, one of its displays takes you to the warmer climate of the Philippines where you will see a before-and-after view of the Naval Air Station, Cubi Point. At this site, the Seabees had to level an entire mountain.

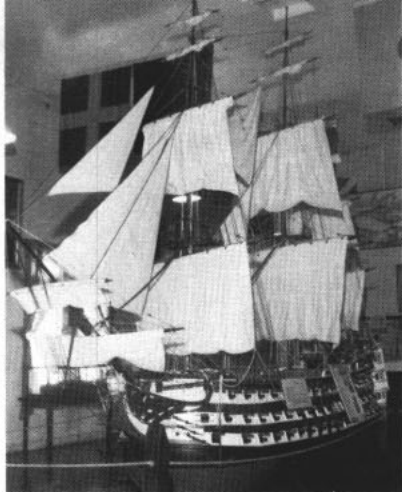
Among the latest donations to the

museum is a crossbow and a set of poison arrows from Vietnam, donated by a Seabee Technical Assistance Team.

The museum was established in 1947 and has attracted visitors from far and wide. A few liked it so well, they made it their home. A swarm

CAN SEE—CAN DO—Seabee Museum, built in 1956 to honor all Seabees both past and present, is popular with visitors.





HMS Victory



Truxtun-Decatur Display

GOOD LOOKING—The naval museums provide interesting experiences.

of bees, for example, took a liking to the giant symbol of the Seabees displayed in front of the museum and established their quarters there.

Most people, however, prefer to visit the museum rather than take up residence there.

BUT SUPPOSE you are not stationed near any of these areas? If you look around, you will find a display or even a small museum that shows the history of the Navy in your vicinity.

Each item, whether it is part of a

small display or one of thousands in a large museum, must possess at least one of three characteristics if it is to be effective. It must be inspirational, historically important or artistically valuable. On the local level, the curator of each museum determines what characteristics each article has before it goes on a display shelf. He also receives help from the Curator of the Navy Department who does the same on a much larger scale.

For example, when a ship is scheduled to be scrapped or decommissioned, the Curator receives all

items and relics of historical interest. He is responsible for their preservation and exhibition.

Generally speaking, items that are removed include ship's bells, flags (including all signal flags), plates bearing the ship's name, display boards, plaques, steering wheels, trophies, paintings and photographs, battle lanterns, general quarters and chemical alarms, china and silverware, and all books and documents.

In addition, he wants anything that might be interestingly associated with combat, notable achievements or events; items of novelty or special significance from a technical viewpoint; and articles that have special relationship with personnel in the areas of heroism, humane efforts and human interest.

IF THE SHIP is to be decommissioned and assigned to the Reserve Fleet, the articles are preserved until the ship is recommissioned. The articles would then be returned to the ship. But if the ship is to be scrapped, the articles are offered to various museums containing, or desiring, naval displays. Ships' bells and wheels are perhaps the items in greatest demand.

The Curator also receives many relics in the form of contributions from military and civilian personnel all over the nation. Depending on the area in which the item has the greatest historical significance, the Curator contacts a museum to see if it is interested.

If you happen to have an old barometer stashed away in your attic or buried in the bottom of a seabag, you may wish to dust it off and consider its possible value as a relic for display in one of the Navy's museums. If your contribution is suitable, and you supply background information, it may become part of an exhibit and be viewed by the public.

But before you start crating up that old aircraft carrier you have had lying around your back yard, you are encouraged to write the Curator of the Navy Department, Main Navy Building, Washington, D. C. He'll know the best place where your relic can be displayed.

We haven't mentioned anything about the floating museums—the historic Navy ships that you may visit at various port cities of the United States. That's the subject of another report in a forthcoming issue.

—John C. Ramsey, JO1, USN

Navy Museums: Where to Find Them

Here's a list of Navy museums. It is not a complete list. For example, it does not include the various ships that are preserved as floating museums (these will be covered in a future article), but it's a start for Navy history buffs.

Naval Academy Museum—U. S. Naval Academy, Annapolis, Md. Telephone 268 7711, Ext. 538.

Naval Historical Display Center—Building 76, Washington Navy Yard, Washington D. C. Telephone OX 8 2651.

Portsmouth Naval Shipyard Museum—On waterfront at foot of High Street, Portsmouth, Va.

Naval Aviation Museum—U. S. Naval Air Station, Building 659, Pensacola, Fla.

San Diego Historical Navy Museum—U. S. Naval Training Center, San Diego, Calif.

Seabee Museum—U. S. Naval Construction Battalion Center, Building 99, Port Hueneme, Calif.

Puget Sound Naval Shipyard Museum—Bremerton, Wash.

Mare Island Naval Shipyard Museum—Vallejo, Calif.

Michelson Museum—Naval Ordnance Test Station, China Lake, Calif.

Submarine Museum—U. S. Submarine Base, New London, Conn.

Marine Corps Museum—Marine Corps

Schools Command, Quantico, Va.

Museum of History and Technology, Smithsonian Institution—Washington D. C.

Here's a list of privately operated museums. Due to space limitation, we can only list some of the largest museums that deal exclusively with Navy or Merchant Marine subjects. Check with your special services office or local chamber of commerce for additional museums near your duty station.

Truxtun Decatur Naval Museum—1610 H St. N. W., Washington D. C., Telephone ST 3 2573.

The Mariners Museum—Newport News, Va.

Peabody Museum—Salem, Mass.

Naval and Maritime Museum—Georgetown, S. C.

Philadelphia Maritime Museum—Philadelphia, Pa.

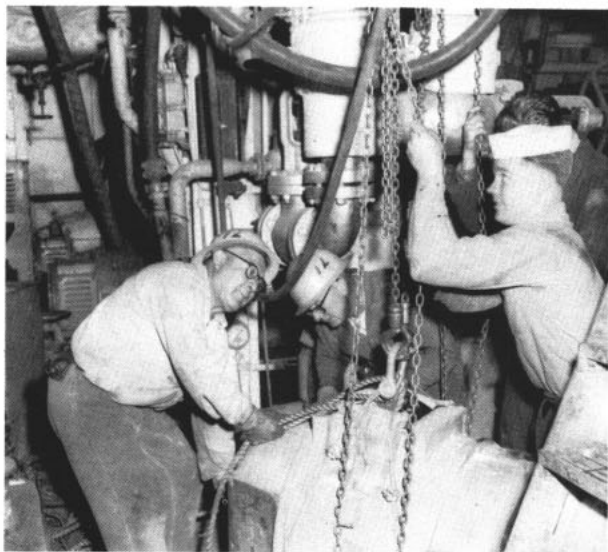
Columbia River Maritime Museum—Astoria, Ore.

Puget Sound Maritime Historical Society—Seattle, Wash.

Seattle Maritime Museum—Seattle, Wash.

San Francisco Maritime Museum—San Francisco, Calif.

FADM Chester W. Nimitz Naval Museum—Fredericksburg, Texas.



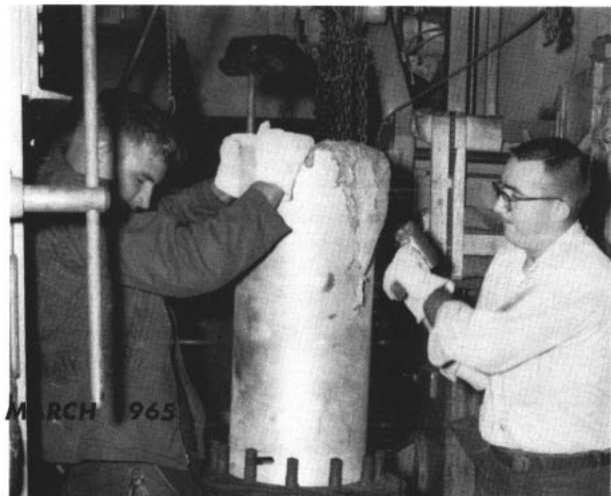
Frontier Duty

THE DESTROYER tender USS *Frontier* (AD 25) recently finished an overhaul at Long Beach Naval Shipyard. Rejuvenation for *Frontier*, which will have logged 19 years of duty in March, included improvement in repair facilities for both *Dash* and ASW rockets.

Frontier's face-lifting also included repairing the hull, rebuilding key pumps, lifting the high pressure turbine and overhauling the steering mechanism. While the yard men were busy at this, *Frontier's* crew and repair shops rolled up their sleeves and went to work. Her boiler-makers rebuilt the boilers, two huge tanks were removed from the shop area to make room for new sheet metal gear and hundreds of feet of corroded pipe as well as valves were replaced.

The *Frontier's* men put in many hours repainting the mess and sleeping quarters, and in overhauling the galley and laundry facilities. Teamwork with the civilian yard workers not only made a more extensive overhaul possible, but gave the crew members valuable experience working on a ship larger than a destroyer.

Clockwise from Top: (1) R. Dennison, FN, USN, helps shipyard worker remove feed pump. (2) USS *Frontier* sits in drydock. (3) M. H. Delaney, MM1, USN, works on boiler. (4) R. Cook, FN, and J. Lippen-cott, FN, USN, replace valve. (5) O. Childress, MR2, and D. Little, MR1, install rebuilt pump liner.





AWARD WINNER—New Navy housing project at NTC, Great Lakes, Ill., is more than 90 per cent allotted to enlisted men.

Navy Housing Wins Award

EVERY NAVYMAN knows the Navy looks after its own. This is not a completely unselfish point of view because, in doing so, the Navy provides an incentive for highly qualified men to look to the Navy as a career. While there is, of course, lots of room for improvement in some areas, particularly in family housing, every effort is being made to provide Navymen with better living quarters.

DESIGNERS of the housing project kept the Navy wife well in mind, as is evident in this modern kitchen.



As a good example of this, let's look at the new Capehart homes built under the supervision of the Bureau of Yards and Docks at the U. S. Naval Training Center, Great Lakes.

The housing project, which is named Halsey Village, in honor of the late Fleet Admiral William F. (Bull) Halsey, consists of 533 homes, more than 90 per cent of which are allotted to enlisted men.

While this project is only a portion of an extensive program to provide, within a limited budget, better Navy homes everywhere, it is significant in that the Federal Housing Agency has seen fit to present a 1964 Merit Award for Residential Design to the new family housing project at Great Lakes.

On 21 Aug 1964, the President endorsed the efforts of the armed services to improve living conditions for military personnel in his remarks before students of the National War College and Industrial College of the Armed Forces. He said: "I believe that our country justly must and safely can accord to our American military men a place in our society long denied to soldiers throughout our history. I very much want our uniformed citizens to be first-class citizens in every respect."

The President added that he was directing the Secretary of Defense "to speed up his present review of such matters as housing and medical care, pay and allowances, so that we can at the earliest possible moment take whatever steps both human equity and national defense may require to enhance the standing and the morale of those who defend us."

THE AWARD-WINNING Capehart homes in Halsey Village represent the latest features in design and comfort and the new Navy tenants are proud to call them "home."

William F. Hall, PN2, USN, his wife Rosa Lee, and three children, live in a three-bedroom, one and one-half bath duplex at Halsey Village. "We are more than satisfied," he said. This is the first time the Halls have lived in Navy family housing and they both agree that "we couldn't touch anything like it on the outside."

Previously, they lived in a two-bedroom duplex house in a town about 13 miles from Great Lakes where they paid \$136 a month.

The Capehart Housing Program is one of the best means of providing better living quarters for Navymen and their families. It provides for

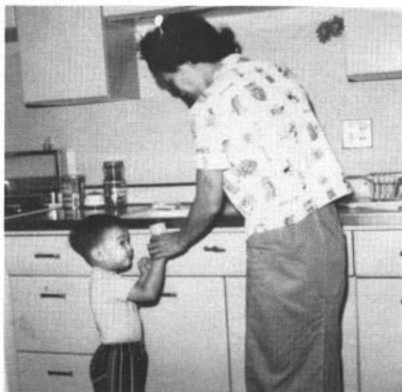
construction of military public quarters under FHA insured mortgages. The mortgage payments are made from quarters allowances withheld from tenants occupying Capehart Housing.

Close to the Halls lives another Navy family, Edward P. Walton, SFC, USN, his wife, Carol, and two sons. They moved into the three-bedroom duplex at Halsey Village last October from a rented two-bedroom house 10 miles from Great Lakes, where they paid \$125 a month plus utilities ranging from \$35 to \$50. (Chief Walton's BAQ is \$114.90.) When asked how she liked her new home, Mrs. Walton beamed and said: "These are the best quarters we've ever had—it is the perfect atmosphere for the youngsters and we're proud to invite anyone to our home."

WHEN THE NAVY thinks enough of a man to give him decent quarters, he is going to look fondly upon the Navy—and "these are the best quarters we have ever had," said Lieutenant (jg) Harry J. Nicholas, USN. He, his wife, Shirley, and three children, live in a Halsey duplex. He pointed out that suitable housing "is a definite factor in deciding to stay in the Navy." LTJG Nicholas, who came up through the ranks from apprentice seaman through warrant officer to LTJG, takes pride in being "a former enlisted man, and I'm glad to see the enlisted man live in the same type of quarters as I do."

Herman J. Carney, MMC, USN, and his wife and son are also tenants at Halsey Village. "This is what I want for my family," says Chief Carney. Mrs. Carney was quick to add: "Our home is warm and cozy—it is all that we could ask for."

The new homes in Halsey Village



HAPPY RESIDENTS of the Navy community named after the late FADM William F. Halsey, all agree it's mighty good living and fine advertisement for Navy.

were designed with the Navy wife in mind, recognizing the important role that she plays in the decision her husband makes as to whether he should stay in the Navy. Her appraisal of the advantages of life in the service must be based largely upon the conditions under which she and her children spend their daily lives—and the Navy is making every effort to provide the best available.

Admittedly there is a great deal of room for improvement in the over-all housing situation. But this is an example.

—Ted Sammon.



HOME SWEET HOMES—Halsey Village, with 533 houses, provides modern homes the Navyman can be proud of.



MARCH 1965



Hop to the Hospital

ON A CHILLY mid-winter morning, a crew member of the command ship *uss Northampton* (CC 1) developed a serious illness and required immediate hospitalization. *Northampton* combined efforts with *uss Randolph* (CVS 15) to get the man to the needed medical facilities.

The command ship was 100 miles from the nearest land when the crisis developed.

Two hours and 15 minutes after the evacuation was recommended, it was completed. An hour later the man was put in an ambulance ashore and rushed to Portsmouth Naval Hospital.

Counter-clockwise, from top right: (1) *uss Northampton's* CIC and communications departments located and contacted *Randolph* for help. (2) *Northampton* men hold stretcher steady as patient is lifted to helicopter. (3) Patient is helped into helicopter. (4) *Northampton's* chief hospital corpsman is raised to helicopter to accompany patient on flight to hospital. (5) *uss Randolph* diverted plane guard helicopter on flight from Norfolk so man could be hospitalized ashore before his condition became critical.



LETTERS TO THE EDITOR

Travel Orders

SIR: While reviewing midshipman cruise orders this past summer and preparing them for travel claims, I noticed many discrepancies and omissions in the endorsing procedure at Department of Defense activities.

This is particularly so in the case of NROTC midshipmen departing and arriving CONUS, but it often happens in the cases of other military personnel.

At most air terminals, and at various other points of embarkation and debarkation from Continental United States, orders are endorsed with a rubber stamp or a clock mechanism. This endorsement only appears on the original orders in most cases, and often is blurred, smeared, or so light in print that it cannot be read.

In making travel claims the traveler must submit two certified copies of the orders, with all endorsements, along with the original and the itinerary of travel. These certified copies are usually prepared by a yeoman or personnelman.

Since the memorandum endorsements by rubber stamp or clock mechanisms only appear on the original in most cases, many man-hours are spent re-writing these endorsements on the certified copies. This problem could be solved by using photo-copying machines, but that involves considerable cost in addition to the man-hours spent in making the copies.

Although the correct procedures are described in various publications, I propose that the following recommendations be issued in a directive:

- That, if a rubber stamp or clock mechanism is used to endorse orders, it be placed on all copies.

- That extreme care be taken to insure endorsements are legible and complete.

- That personnel traveling to and from Continental United States be forewarned of the need for endorsements on their orders upon leaving and entering CONUS.

- That ships and other mobile units make sure ports of embarkation and debarkation appear within the endorsement on the orders.—John Trotta, YN1, USN.

- The points you have mentioned are headaches throughout the Naval Establishment. YNs, PNs, DKs and personnel officers are constantly pulling their hair out because people return orders without proper endorsements.

We sent your letter to the Services Branch, Officer Distribution Division,

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

for comments. Their reply not only was strong approval but, in view of saving many man-hours, they suggested we publish your suggestions in an early issue of ALL HANDS.

In addition, the Division recommended that "BuPers Manual" article C-5407, and "Navy Travel Instructions," paragraphs 4000 and 4050 be reviewed. These articles contain explicit instructions on "Reporting For Duty In Obedience To Orders And Submission Of Copies Of Orders" and "Preparation of Travel Claims" respectively.

Everyone should remember: the responsibility for obtaining the proper endorsements lies with the man for whom the orders were written. All personnel, other than YNs and PN's, having duties which require them to endorse orders should be thoroughly informed on endorsing procedures. Obviously, all YNs and PN's should know the rules.—ED.

Retainer Pay

SIR: As I understand retainer pay, if I serve 19 years, six months and 10 days, I will receive 50 per cent of the base pay of 20 years. But what if I serve 21 years, six months 10 days? Would my retainer pay be 55 per cent

It All Counts on 20

SIR: I have recently been accepted for the TAR program, and have a question about TAR retirement regulations.

Before applying for the TAR program I spent six years in the Regular Navy. If I serve 14 years on active duty in the TAR program and then request a transfer to the Fleet Reserve, may I begin drawing my retainer pay immediately? Or must I wait until I'm 60 years old?—L. H., PN2, USN.

- You will be eligible for your retainer pay as soon as you enter the Fleet Reserve. You will have served required 20 years on active duty, age has nothing to do with it.—ED.

of the base pay for over 22 years or just for over 20?

I have received a lot of conflicting answers from different people on this, and now I'd like to get it straight.—W. E. C., AMCS, USN.

- Although retainer pay is not computed in this manner, you would end up with 55 per cent of whatever your base pay is for over 22 years. If you have served six months of a year or more, you may count that time as a full year.

Retainer pay is computed by multiplying 2.5 per cent times the number of years you have served (including constructive service) times your basic pay. Constructive time cannot be used to increase your basic pay; however, as we have already pointed out, if you are within six months of receiving the increase, the higher base pay will be used to compute your retainer pay.

For more information on retainer pay, check with "BuPers Manual," Article C-13407, and the December 1963 edition of ALL HANDS (Rights and Benefits).—ED.

Sure, You Can Stay at Sea

SIR: According to scuttlebutt, the Navy plans to turn over the shipboard disbursing duties to shore commands sometime in the next five years. As I understand it, checks would be mailed out to the ships from the shore establishment.

Checkages and entries in the pay records would be made via a closed circuit TV which would connect the ship with the disbursing office on the beach.

Trouble is, I like sea duty and have done everything possible to remain aboard ship during my eight years in the Navy—and the new system is obviously going to eliminate the seagoing disbursing clerk. I would hate to see that happen.

Does the rumor have any factual basis?—R. G. S., DK2, USN.

- Some. Like much scuttlebutt, the story was probably based on truth originally, but has become distorted. Consequently, your conclusion as to the fate of DKs is not quite true.

The Department of Defense has instructed the armed forces to devise a common pay system which has a mechanical — probably computerized — basis. This may well result in pay records being kept ashore.

But you assume this would automatically eliminate seagoing DKs. Although such a system would undoubtedly cut

LETTERS TO THE EDITOR (Cont.)

the number of disbursing clerks serving aboard ship, someone has to be on the other end of the line. And for the DK who really wants to go to sea there will always be public vouchers and such which will require the attention of a DK who is on the spot.

Incidentally, for those who are more concerned for the fate of their pay checks than the dilemma of landlocked DKs, the new pay system would not lessen the service to shipboard Navy-men. As a matter of fact, it would be more streamlined, resulting in more accurate pay computations.—ED.

You May Find This a Moving Subject

SIR: Perhaps you can give me some information about transporting a mobile home. I have checked with my disbursing and personnel offices on the subject, but neither has the latest regulations concerning the allowance payable to a Navyman who moves his trailer home to a new duty station.

I would like to know how much per mile the Navy will pay for the move. Who makes the arrangements with a commercial mover? Must the trailer be owned before receipt of PCS orders, or just before the transfer date? Also, I have been told that if the Navy moves my trailer, I would not be entitled to have the rest of my household effects moved at government expense and I would lose entitlement to dislocation allowance. Is this correct?

NAVY'S NEWEST aircraft carrier, USS America (CVA 66), steams during builders' trials in Atlantic. America was commissioned 23 Jan at Norfolk, Va.



I am presently stationed overseas and am due for stateside shore duty. I would like to buy a trailer if I receive orders to a location where a trailer would be suitable.

However, before I do buy one, I would like to understand the regulations on allowances.—N. E. S., CT2, usn.

• The conditions governing payment of trailer allowances are contained in "Joint Travel Regulations," chapter 10. Recent information about increased trailer allowance entitlements were promulgated by NavCompt Notice 7220 of 3 Sep 1964. Here's a rundown on these regulations.

Transportation of a house trailer outside the continental United States, except within Alaska and between the continental United States and Alaska, is at the personal expense of the Navyman.

If you are otherwise entitled to have your household goods transported at government expense, under the provisions of these regulations, you are entitled to trailer allowances provided:

(1) The house trailer is acquired on or before the effective date of your PCS orders and is to be transported for use by you and/or your dependents as a residence;

(2) You elect to receive trailer allowances in lieu of both the dislocation allowance and transportation of baggage and household goods within the U. S.

If you are entitled to receive trailer

allowances at your request—and subject to your written agreement to pay any excess costs involved—the government will arrange for transportation of your house trailer by commercial or government means between the points authorized, and pay all costs related to pickup, transportation, and delivery of the trailer at destination, within a specified limit.

The amount to be paid by the government, as stated in paragraph 10004-2, "Joint Travel Regulations," is limited to the lowest of the following three ceilings:

(1) \$0.51 per mile;

(2) The current average cost for the commercial transportation of a house trailer; or

(3) The combined cost of transporting the maximum weight allowance of household goods over a like distance for you, based on your pay grade, plus your appropriate dislocation allowance.

If you are entitled to trailer allowances and if a transportation officer is not locally available and time does not permit the obtaining approval in writing from the nearest transportation office, you may, without prior authorization, arrange or contract personally with a commercial transporter for the transportation of your trailer. In such cases, the claim for trailer allowances must be substantiated by the subsequent approval of a transportation officer. Reimbursement is authorized under these conditions on a basis of \$0.51 per mile not to exceed the lesser of items (2) and (3) above.

You also may transport your trailer, without further authorization, at personal expense and be reimbursed for a monetary allowance of \$0.11 per mile for the official highway distance between the authorized points.

Hope this helps clear the issue for you.—ED.

Early Return of Dependents

SIR: According to advance change 142 to paragraph 7103 of the Joint Travel Regulations, the commanding officer may now authorize the early return of dependents to CONUS for personal reasons, such as unforeseen family difficulties, marital problems and the like. The change further stated that these orders, which authorized the early return of dependents, also could be used to authorize the early return of household good. This change, effective 14 Aug 1964, did not reach the Fleet until 1 Oct 1964.

With this in mind, let's say a Navyman's dependents returned to the States ahead of him at their own expense during the month of September 1964. They left under one of the incidents cited in paragraph 7103.

Can the commanding officer modify the dependents' orders and authorize the early return of household goods?

Would the member be entitled to dislocation allowance and mileage? And, if during the same fiscal year the Navyman makes a move on permanent change of station orders, would he be entitled to another dislocation allowance?

—G. R. M., PNCA, USN.

• If the advance return of the member's dependents was authorized, the commanding officer may issue the necessary statement of approval which then can be used to support the application for shipment of household goods and support the travel claim of his dependents.

However, the Navyman would not receive a dislocation allowance since there were no permanent change of station orders involved. But if he receives PCS orders to CONUS and his dependents move to his new duty station, he would be reimbursed for his dependents' travel from the designated place to the new duty station in addition to a dislocation allowance.—ED.

Problems of a Navy Career

SIR: I'm an RM3 with less than four years' service, and married. This enlistment—my first—expires three months before I complete four years' service. One specific reason why I must decide against a Navy career—though I wish it were otherwise—is that I cannot afford to ship over.

My tour completion date for my present assignment coincides with my EAOS. Thus, should I reenlist, I will receive a new set of orders. But when it comes time for transfer I would have to pay the cost of moving my household effects, since the Navy will not pay to move an E-4's household if the individual has less than four years' service.

My request for an extension at this command has been turned down because I have already had one extension. So there seems to be no way around this ruling—except to make second class.

I asked that my orders might be delayed for three months, or that maybe a few Navy regulations could be bent a little so that my household goods could be shipped at government expense. I even agreed to ship my wife and baby and three stepchildren at my own expense. But all to no avail.

It seems I'm breaking my back to stay in, but the Navy has too many little articles forcing me out. And I'm sure there are more E-4s in this same situation.

Meanwhile, I gave my best to the Navy and the country these past three-odd years, but now it looks like I'm going to be giving my best to a little civilian community after this hitch.

The Navy asks for a lot, but gives little. For another example, as some men advance to higher paygrades they have to spend more time at sea to get



LINED UP—Men and planes of attack carrier USS Coral Sea (CVA 43) line flight deck in display of ship's power as Navy tugboats help her into Seattle.

just very little shore duty. Some sailors think it better not to make rate so they can spend a little more time at home, or else get out of the Navy completely.

Maybe in the years to come a career-minded Navyman will be able to get married, and at the same time be able to have a career as a low-rated man. I hope so.—R. C. Jr., RM3, USN.

• Thank you for your comments. They should be most helpful in pointing out how an individual can become frustrated and unsatisfied with his personal situation because of his lack of understanding.

Let's analyze your situation, both for your benefit and the benefit of any other E-4s in similar circumstances. First, admittedly you do have a problem. As an E-4 with less than four years' service, you cannot have your household goods shipped at government expense. Period.

The Navy thinks you should be able to. What you obviously don't know is that the Navy has in the past proposed that E-4s who are career designated be permitted to ship their household effects, regardless of length of time served. Since such a ruling would affect E-4s in all the military services, it would require their concurrence before it could be approved. Unfortunately it has not been possible to obtain this concurrence.

You say that the Navy asks for a lot, but gives little; that promotion to higher paygrades results in more sea duty and very little shore duty.

We cannot agree with either of these statements. We are unable to find any evidence that lower-rated men are afforded any precedence over their grade superiors in the sea-to-shore rotation system, as any general rule of operation. Cut-off dates are constantly being revised on the basis of both men and

billets available for any particular type of duty.

The Navy has long recognized the undesirability of prolonged family separation, and has constantly sought to minimize sea time as much as possible, while still meeting its operational commitments. In many cases lately the trend has been toward decreased deployment time of operating units to minimize family separations.

Certain technological advances have, in the past decade or so, greatly assisted this effort. The Navy wasted no time, for example, investigating the feasibility of utilizing an electronic data processing system for personnel control. Refinements of this concept subsequently allowed for the creation of the Seavey/Shorvey rotation system, which is designed to provide an equitable division of sea and shore duty for all career Navyman.

However, an individual's specialty necessarily dictates, to a great degree, whether his career will be accented by shipboard or shore-based duty, regardless of how much effort the Navy extends to improve the rotation system. This is a sea-going outfit, and we are sailors all.

It is worth noting, however, that as you read this even more changes to the sea-to-shore rotation system are going into effect, which will result in three cut-offs a year for each rating instead of one.

You yourself have spent three years of your first enlistment on shore duty in Hawaii, including an extension of your normal tour. We become curious about your dissatisfaction with the rotation system and family separation in the Navy under these circumstances.

As far as your "breaking your back" to stay in is concerned, the evidence is skimpy indeed. Without attempting to offer you personal advice in this column,



COLD DUTY—USS Mills (DER 383) supplies weather and navigational information to aircraft in the Antarctic region as part of Operation Deep Freeze job.

we can suggest that you discuss your problems with your personnel officer, who is available and willing to help each of his men in any way possible (and this does not include breaking Navy regulations). He is another example that the Navy has no intention of shirking its responsibility to its men.

And finally, we suggest that an attitude favoring a career as a low-rated man might in itself precipitate frustration and dissatisfaction, because this goes against the grain of Navy career planning. The Navy wants its men to go up—and even to go up or out, depending on the circumstances.

Try to keep this in mind when you sew on that new second class crow, which we have learned you received recently.—ED.

Pay, Allowances and Taxes

SIR: I would like to take issue to your comments about enlisted men receiving sea and foreign shore duty pay and tax-free clothing allowance. You infer that sea pay is tax free. It isn't.

In addition, how many enlisted men were getting \$200 per month during the period of 24 Jun 1950 through 31 Jan 1955? A civilian reading this article must have received the impression that an enlisted man was getting quite a salary. —H. F. G., CTCs, USN.

• If we had said that enlisted men receive tax-free clothing allowances and sea and foreign shore duty pay, we would have to agree with you. But we didn't, so we can't.

If you will recheck the letter in the December issue, you will notice we said "... enlisted men receive sea and foreign shore duty pay and tax-free clothing allowances." We did not imply that sea pay was tax-free.

Now, about the number of enlisted

men who received over \$200 per month—we checked the 1952 pay scale and found that a petty officer first class with over 10 years' service earned \$206.39 in base pay alone. Married men in lower pay grades also earned over \$200 per month in take-home pay. For instance, a married petty officer third class with two years' service received a basic pay of \$129.95, plus a basic quarters allowance (for one dependent) of \$77.10. Without even counting clothing allowance and sea pay, this would give him a total of \$207.05.—ED.

Wetting Down Parties

SIR: I have financed a few wetting down parties, and am about to do so again. And each time I'm promoted I begin to wonder, all over again, just how this thing was started.

Not griping, mind you. Just curious. C. A. S., LCDR, USN.

• We really don't know, either. To the best of our knowledge, the origin of the wetting down party, thrown by an officer when promoted or commissioned, is obscure. It was probably inherited from the British, like so many other naval traditions.

The best information on the subject seems to be in *Welcome Aboard: A Service Manual for the Naval Officer's Wife* by Florence Johnson. According to Florence, the wetting down party was once quite a rough and tumble affair.

In the Old Navy it was the custom for the officer to wear his new uniform or stripes for the first time at the wetting down. The guests would then proceed to christen the uniform, the occupant, and the commission with whatever liquid refreshment (paid for by the victim) was available.

Over the years, however, Navy life

has become more calm, the price of gold braid has skyrocketed and a literal christening is not usually condoned. It might even be considered downright unsociable.

Today the newly promoted or commissioned host (who still finances the festivities), is often presented non-regulation and ridiculous insignia and he may be read equally outlandish citations. It's quite a gala occasion and "Welcome Aboard" suggests a champagne punch or other festive drink might be in order.—ED.

Mal de Mer and Me

SIR: I am a Red Cross worker at NAS North Island. In a past issue of *ALL HANDS* I read a remark by a sailor that he was "seasick all the way" on a certain cruise.

My heart goes out to him, for I too am a chronic seasick victim. I challenge anyone to beat my record.

It all goes back to my childhood. I experienced my first pains when mother rocked the carriage or the cradle. I got sick riding in a wagon, the trolley car or the subway. As I grew older I found I got sick in swings and hammocks, even if I had my arm around a blonde.

In the high school gym I had to avoid the flying rings and the flying bar. Later I found I could drive a car without discomfort, but as a passenger I had to be very careful. If I look down at the floor for any length of time while the car is in motion, I get queasy. Or if I turn to talk with passengers in the back seat, trouble starts.

My first airplane ride was a disaster. The stewardess was sure I was going to die.

I was shipped to Europe in World War II. Three weeks flat on my back took 30 pounds off of me. And my shipmates insisted the ocean was flat as glass. Most of them could not feel any motion at all, and they decided I was just scared. The fact is, I sat down to my first good meal in a month with the shells flying all around me on the beach at Salerno and never felt better.

I was sitting in a tent one night in Italy when a little earthquake rumbled for about 10 seconds. But that was enough. I had to lie down.

On a trip from Seattle to Whittier in 1958 in a Navy transport I was flat on my back the entire three days. I ate and got sick. I fasted and got sick. I tried fruit, I tried bread and cheese. I took dramamine and bonamine, but neither was any help.

When the ship entered bay waters the problem disappeared, and I could do anything I wanted and eat like crazy. But any slight motion and I was back in the rack.

If I go into one of those crazy tilted houses in an amusement park, disaster strikes. I'm so sensitive that I get sick even by association. Cinerama almost

killed me. Movies taken from shore, showing a ship rolling, won't bother me. But if cameraman is on board and camera is going up and down, look out.

Some years ago I went deep-sea fishing. Zap. Coming back it was foggy, so the skipper had his horn going. Since then, any sound of a fog horn makes me feel quite squeamish.

For some reason the rotation of the earth on its axis or its rotation around the sun doesn't bother me, but if I tried hard enough I imagine I could feel even that motion.

I wonder if anyone has it any worse than I? Also, are there any real cures?—G. K.

• We were trying to think of something clever as a response to your tale of woe, something that would subtly and delicately inform you that we toughened grains of salt—not being average mortals—are poor counselors concerning the problem of seasickness because it is something unknown to us.

When, alas, an experience we would sooner forget (and hoped that we had forgotten) crept into consciousness. It revolved around a very unpleasant journey we experienced one time on a field trip. Our news editor, an old salt in his own right, was along on this trip, and we still have not satisfactorily explained to him our 10-minute disappearance during that deep-sea excursion.

Suffice it to say, then, that since each case may vary as to type and severity, there is no universally recognized cure for motion sickness. Many drugs and other methods have been reported to be of benefit and only medical evaluation of the individual can lead to the proper management.

However, we do extend our sympathy, even though it makes us feel proud that the championship seasick-

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *uss Curtiss* (AV 4)—The 25th reunion will be held this year for those who were assigned to *Curtiss* when the ship was commissioned in 1940. For details, write to John J. Cummings, Catholic War Veterans Headquarters, Room 4, Borough Hall, Brooklyn, N. Y. 11201.

• *uss Density* (AM 218)—A reunion is planned at the Western Hills Motel, Kansas City, Kans., on 16-18 June. For information, write to LaVerne Bailey, 1513 Bradford Drive, Irving, Texas, 75060.

• *uss Hornet* (CV 8 and CV 12, and Air Groups)—The 17th annual reunion will be held in Philadelphia on 26 June. For details, write to Lawrence P. White, P. O. Box 67, Bethayers, Pa.

• *302d Seabees*—The 18th annual reunion is scheduled for 16-18 July. For further information, write to Martin A. Lowe, 8441 Bayard St., Philadelphia, Pa. 19150.

• *LCI (L) FLOTILLA II*—A reunion is scheduled for the Hotel Kenmore, Boston, Mass., on 13-14 August. For details, write to Paul (Nick) Carter, 804 4th Ave., Iowa City, Iowa.

ness title remains in America.

We can't help but note that, not only do you have a malady to an unusual degree, but you also have a remarkable memory. Seasick in your cradle?—ED.

Alamo Is Remembered

SIR: Recent issues of ALL HANDS have listed various ships and units which presently display the Battle Efficiency E. So far, however, you haven't mentioned our ship.

uss Alamo (LSD 33) has won every award, except the Gunnery E, for which a ship of her type is eligible. She has the Battle Efficiency E for San Diego-based Amphibious Squadron Three—with a hashmark. *Alamo* also has the red Engineering E with a hashmark, the Amphibious Assault Award with three hashmarks, the green Communications C and the green Operations E.

In addition to winning these awards, *Alamo* placed third in the Ney Award competition for the best small mess afloat in the Navy—For the officers and men of *uss Alamo*—K. L. Lee, CAPT, USN.

• *uss Alamo* does her famous name proud. Congratulations. The *Alamo* is remembered herewith.—ED.

Chemung Speaks Up

SIR: Although this is almost ancient history I've got to get it off my chest. In September of last year you carried a letter to the editor with the heading "Lyrical about *Taluga*." The letter was from someone who was bragging that *uss Taluga* (AO 62) had pumped some 15 million gallons of fuel in more than 150 underway fuel replenishments.

Well, her older sister, *uss Chemung* (AO 30) had pumped more than 25 million gallons in more than 220 unreps by the time she was half way finished with her cruise.

Nobody got lyrical about us, but we did earn an Efficiency "E".—P. J. Goff, BTC, USN.

• *Taluga's* accomplishments, although not to be sneezed at, had been

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fortunate our researchers were not able to discover the names of the two ships involved or to track down that lucky lad Urtchok. But perhaps some salty sailor who was there at the time will remember the incident and supply us with more details.—Ed.

Somebody Counted the Days

SIR: As an ex-crew member, I was interested in your comment in Taffrail Talk of the August 1964 ALL HANDS on the WestPac tour of USS *Graffias* (AF 29). You said it was a 2920-day deployment.

Seems to me it was over 3000 days. *Graffias* departed San Francisco on 26 Nov 1955 and arrived at Yokosuka on 14 December that year to begin her epic deployment.

She left Yokosuka some time in early March 1964, bound for 'Frisco. What about it?—George Elieff, MM1, USN.

• Durn you guys. Won't you let anyone nap a bit? Okay, o.k., according to the ship's deck log *Graffias* departed 'Frisco on 26 Nov 1955 and arrived at Yokosuka on 13 Dec 1955.

Upon completion of her WestPac tour she departed Yokosuka on 24 Feb 1964 and arrived back at San Francisco on 18 Mar 1964. From the day she left the Golden Gate to the day she returned seems to be 3036 days, using every toe we could muster at the news desk.

One of our writers was TAD when first we counted, and we can only surmise that his 12 toes were sorely missed.—Ed.

One Year, Two Years—It's OK

SIR: Article C-1407 of the BuPers Manual provides that extensions and re-extensions, including those for less than one year, may not aggregate a total of more than four years in any single enlistment.

Specifically, if a person extends his enlistment for one year and, sometime

WHAT A DAY! Crew members of USS *Intrepid* (CVS 11) are still talking about the day Miss Norfolk 1964, Carole Lindsay, was welcomed aboard.

exceeded before we heard from you. We'll be glad to run your accomplishment up the flagpole to see who salutes—as they say in the city.

Whether or not Chemung's mid-cruise refueling figures have been surpassed will be decided by our readers. Regardless of the outcome, however, ALL HANDS passes on its congratulations.—Ed.

How Lucky Can You Get?

SIR: I was very much interested in your account of Seaman Urtchok, who was washed overboard from a destroyer and subsequently washed aboard another ship in his formation (ALL HANDS, December 1964). It reminded me of a similar incident—or possibly the same one—off the east coast during World War II.

At the time I was engineering officer

of USS *Eberle* (DD 430) which was en route from Charleston to Norfolk in the company of several other destroyers.

The seas were running high and we received word a man had been lost overboard from another DD in our company. We turned on our searchlights, and many of the crew members came topside to assist the lookouts. Our efforts, however, seemed futile.

Then, much to our amazement on the bridge, the fantail sent word the man was on board. A wave had lifted him above deck level, he had grabbed the lifeline, and was helped aboard by an *Eberle* sailor.—A. C. Mullen, Captain, USN.

• We're willing to bet it's the same incident. Our guess is not based on proof (of which we have none), but on the improbability of Lady Luck looking so kindly upon two men in one war.

For the sake of curiosity, it's un-

LOOKOUT—USS *Scanner* (AGR 5) uses radar and communications equipment as part of nation's defense system.





COMING IN—Aerial view shows how U.S. Naval Air Station, Agana, Guam, looks to pilot approaching to land.

before the operative date, he has cause to again extend his enlistment for a year, would it be proper to cancel the first extension and execute the second for two years, or should he execute the second extension for one year?—D. H. L.

• A one-year extension can be cancelled before its operative date for the purpose of executing an extension for two years. However, the additional one year extension is all right, too.

If the first extension is cancelled, an appropriate Page 13 entry should be made in the service record indicating the reason for the correction as indicated in Article C-1407 (8) of the BuPers Manual.—ED.

Hashmarks Can be a Privilege

SIR: You have a real contrast in two consecutive letters of your December issue. Together, they really prove the disparities in human nature. One letter is full of gratitude for a long and gratifying naval career (Chief Morris, Ret.). The other is a complaining letter bemoaning the "frequent" (every fourth year) need to sew on a new set of hashmarks.

As I think back several years, I recall a great pride in bending on a new hashmark, then two and finally three. And wearing those gold service stripes could hardly be compared to adding a clasp to a ribbon. I see hardly any reward in the latter case.

Boil it down to this: Let's keep both the red and gold service stripes in the

Navy, and the distinctive gold rating badges as well. D. A. Cruse, LCDR, USN.

• *Thanks very much for your letter. We appreciate your feelings toward service stripes and rating badges. And we also appreciate receiving comments such as yours on the letters from our readers.*—ED.

Chevrons on Waves' Overcoats

SIR: This concerns Waves wearing rating badges on their overcoats.

Uniform Regs lists the blue overcoat as a required item for chief petty officers only, and as an optional article for other enlisted women. The overcoat (raincoat type) and raincoat (blue, lightweight) are listed as required items for enlisted women other than chief petty officers.

Article 0862 states that women petty officers, first second and third class shall wear rating badges on the overcoat. Which overcoat(s) does this refer to?

Does it mean that rating badges should be worn on both the blue overcoat (which is an optional article for these petty officers) and also on the overcoat (raincoat type), which they are required to have?—H. V. S. YN1, USN.

• *It means that rating badges should be worn on the blue overcoat (which is optional apparel for women petty officers below the rank of chief) by all POIs and below.*

The overcoat and the overcoat (raincoat type) are different items. The latter



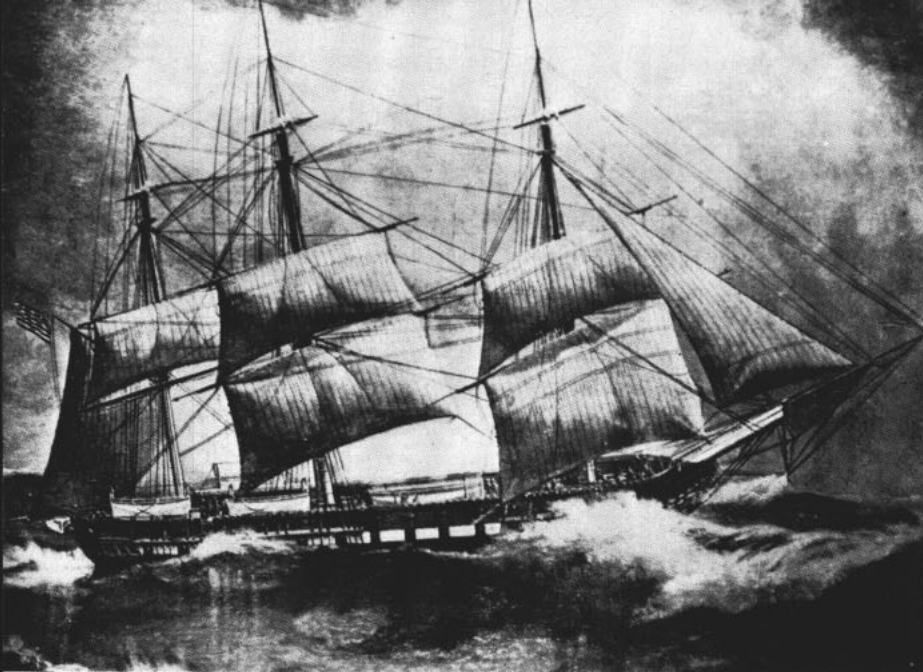
HEART OF AGANA—Operations/Administration building and tower are hub of operations for NAS and SAR.

is actually a heavyweight raincoat. Rating badges are not worn on raincoats.

In change three to "Uniform Regs.," Art. 0810 was modified by changing the title "raincoat, blue" to "overcoat (raincoat type)."

However, Art. 0862 was not modified, since it was intended that the rating badge should be worn on the overcoat, rather than on both it and the overcoat (raincoat type).

The overcoat and the overcoat (raincoat type) are separately referred to throughout the book to avoid any confusion of one with the other.—ED.



WEATHER WAS particularly important to early ships such as USS Congress. Rt: Navy RA5C jets fly into cloud formation.

Forecasting the Weather

THE PART weather plays in man's daily life has made it a topic of interest—and concern—since the beginning of time. During most of the early days of recorded history, and among peoples throughout the world, weather and, most particularly violent weather phenomena were associated with actions of divine beings.

The Aztec Indians, for example, worshipped a rain god, Tlaloc, making human sacrifices to him to prevent floods and storms or to bring them the rain needed for their crops. Tlaloc, when he was angry, was also considered responsible for sending disease and fever down the mountains on winds. The Aztecs called such winds "bad air." (This translated literally as "mal aria," and for centuries that disease was associated with conditions resulting from the weather in the tropics.)

The Greeks also attributed deviations from fair weather to intervention by the gods, and personified the weather elements themselves. The Greek philosopher Aristotle, in his *Meteorologica*, speculated as to the physical causes of atmospheric changes.

Aristotle's treatise, written in the fourth century BC, was the first serious approach to the study of weather. It remained the standard weather text until the time of the Renaissance, a considerable period.

The more or less philosophic theories of Aristotle could not be converted into scientific principles until the 16th century, when the first weather instruments were developed. These were the thermometer and the barometer. Except for the degree of refinement, these two instruments remain the principal tools of the weatherman's trade to this day.

AEROGRAPHER'S MATE checks surface wind direction and speed with aid of hand anemometer for forecast.



The first practical thermometer was invented by Galileo in 1592. His first instrument was rather crude, but by 1612 he had developed the first liquid-in-glass thermometer. Galileo's pupil, Torricelli, invented the barometer in 1643, and was the first to demonstrate that air possessed weight.

With the invention of the thermometer and barometer, it became possible to take useful weather observations. Meteorology was on its way to becoming a science.

THE FIRST KNOWN attempt at establishing a network of weather observation stations was made in 1653, by Grand Duke Ferdinand II, of Tuscany. He set up a series of observation stations throughout northern Italy. Ferdinand tried without success to expand his network of stations into an international meteorological service. It was nearly two hundred years before the idea of a weather observation network was seriously attempted again in Europe.

In colonial America regular weather observations were taken as early as 1644. Fairly accurate climatological records exist for the settled areas covering most of the colonial period. Benjamin Franklin's experiments with kites are well known. Somewhat less known is the fact that Thomas Jefferson kept a daily log of weather observations. Jefferson con-



PILOTS USE weather information on all flights. Right: Knowledge of storms is important to Navy's destroyermen.

Down Through the Years

ducted his weather checks as early as possible each morning and again at 4:00 p.m.

The interests of this remarkable man included chemistry, astronomy, botany, physics, geology and zoology, as well as politics, diplomacy, and architecture, for which he is better known.

For example, Jefferson recorded a temperature of 68 degrees Fahrenheit at 6:00 a.m. on 4 Jul 1776, and high temperature for the day of 76 degrees Fahrenheit. On his way to the state house on that historic day, he bought a new thermometer. Knowing that simultaneous observations from numerous stations would be necessary before a better understanding of weather could be realized, Jefferson collected weather records from places as distant as Canada and the Mississippi Valley. Many of his friends wrote to him for data.

IN THE mid-19th century, Matthew Fontaine Maury, a naval officer whose name is closely associated with naval oceanography and hydrography, organized a system for collecting weather information from the logs of Navy ships and domestic and foreign merchant vessels.

Maury was superintendent of what was then called the Depot of Charts and Instruments. This was later to be redesignated the Naval Observatory and Hydrographic Office. The

weather information he obtained from the logs was evaluated and, in 1847, Maury issued his "Wind and Current Chart of the North Atlantic." The following year he issued sailing directions entitled, "Abstract Log for the Use of American Navigators." These were probably the first attempts at using weather information in the planning of naval operations.

MATTHEW Fontaine Maury evaluated and published weather information for use in ship course planning.



The use of Maury's charts and sailing directions cut passage time from New York to San Francisco by nearly 50 days. Time on other routes was cut similarly.

Millions of dollars were saved and Maury became known internationally. He later devised a system for recording wind and oceanographic data, which was adopted for use throughout the world.

Kite and balloon experiments during the 19th century added considerable knowledge to the study of weather. The experiments permitted observations above the surface of the earth leading to a better understanding of the atmosphere, and the theory of "highs" and "lows" was developed.

THE INVENTION of the telegraph brought renewed interest in the establishment of weather reporting networks. Here at last was the tool that would permit the display and evaluation of current weather data. It had long been known that weather systems could be traced from one map to another, so the next logical step was an attempt to forecast weather. This proved to be more complex than was first thought.

A military advantage which might be achieved by being able to time an operation to coincide with known weather conditions was realized. In

(Continued on page 35)

NAVY WEATHER

NAVAL WEATHER

WEATHER SATELLITES provide pictorial cloud coverage of the earth and are particularly useful for getting cloud information over remote polar and ocean areas. They also provide radiation readings which are used to determine cloud thickness and distribution. Studies are underway to obtain readings of other meteorological parameters by satellite, including pressure, temperature, wind, precipitation, density, ice distribution and state of the sea. Satellites promise great potential improvements in gathering weather information in the future.

AUTOMATIC WEATHER STATIONS

Automatic, unmanned stations relay weather information from remote land and ocean areas. Reports from these areas are necessary to eliminate what would otherwise be information gaps on the weather map. The Navy uses several different types of automatic weather stations for obtaining oceanographic and meteorological data. These range from the free-floating, buoy-type to the highly sophisticated, anchored boat-type such as the NOMAD. The first NOMAD was put on station in the Gulf of Mexico in 1958. In 1960, NOMAD detected and reported Hurricane Ethel. Its successor has a nuclear power package capable of operating unattended for about five years.

Automatic weather stations are also used in polar regions such as Antarctica, where a land-type nuclear powered station has been operating since January 1962.

BALLOONS are indispensable tools for collecting upper-air meteorological data. Hundreds of thousands of balloons, of various types, are used annually to support Navy operations. Small balloons are used to measure cloud height. Slightly larger ones are optically tracked to study winds aloft. Sounding balloons carry instruments which measure temperature, pressure and humidity from the surface to altitudes in excess of 100,000 feet and, when these balloons are electronically tracked, data on wind speed and direction may also be obtained. Giant SKYHOOK balloons, which have an inflated diameter of as much as 300 feet, are used for high-level scientific studies.

METEOROLOGICAL ROCKETS are used to obtain weather data from the surface up to altitudes in excess of 200,000 feet. The Navy has rockets capable of reaching that altitude approximately 100 seconds after launch. At the rocket's maximum altitude the instrument package is ejected from the rocket case and descends on a metalized parachute which can be radar tracked to obtain information on wind speed and direction. Rockets are used mostly for missile and other specialized operations.

WEATHER RECONNAISSANCE

Specially configured aircraft are used for gathering certain types of weather information over remote ocean areas. The principal use of aircraft weather reconnaissance is in the location and tracking of tropical weather phenomena such as hurricanes and typhoons. When an area of possible storm development is detected on the weather map, a reconnaissance aircraft with flight meteorologists aboard is dispatched to investigate. Observations of pressure, temperature, wind and sea state are made, and the horizontal extent and direction of movement of the storm are determined. Instrument packages dropped from the aircraft provide information on the vertical characteristics of the storm. In an active storm flights are made every six hours.

SURFACE OBSERVATIONS

Surface observations, taken by thousands of Navy, Air Force, Weather Bureau and foreign weather service observers, remain the largest source of world-wide weather information. Observations of pressure; temperature; humidity; wind; visibility; weather phenomena; and cloud height, type, and amount; are taken at prescribed times and recorded on stations and ships all over the world. These observations are encoded in an international code form and broadcast to any and all users. Thus, a complete record of surface weather conditions throughout the world can be made for a given time.

From the reaches of outer space to great depths in the ocean millions of bits of meteorological and oceanographic information are gathered or received daily by the Naval Weather Service. The environmental information thus gathered is raw data, useless operationally, until it has been digested and processed by highly trained personnel and then disseminated to users. This is the mission of the Naval Weather Service, to provide meteorological services for air, surface and sub-surface operations of the U. S. Navy and provide oceanographic forecasts for the armed forces in support of military plans and operations.

Since the operations of today's Navy span the earth so, too, must the Naval Weather Service, in order to give adequate environmental support. These services are provided not only to minimize the effects of unfavorable conditions,

The administrative headquarters, Office of the U.S. Navy

The Fleet Numerical Weather Facility's considerable research efforts—is an integrated Fleet Weather Central System, a vital part of the system. Operations computers at FLENUMWEAFAC and computers per minute directly to computers in the Northern Hemisphere charts can be processed. Centrals, in turn, collect data from their type circuits to computers, where the duplicates and then speeded to the Fleet Numerical Weather Facility. Computers prepare their forecasts by using physics and hydrodynamics that govern the atmosphere. The equations have been known for the development of the high-speed computer time to be of practical use. In processing the computer performs about three hours.

In spite of the great improvements made by computers and the great promise in forecasting for sea areas still relies heavily on the forecaster. The forecaster analyzes reports of pressure, weather, He sorts out and locates weather and fronts. He attempts to correlate his experience and scientific knowledge.

Developments made in meteorology are tremendous and the trend is apt to continue, and most of all—the computer has great promise for the future. It was progress had been made in the field of weather years than was made in the previous years. What the next twenty-five years will

to the FLEET...

HER SERVICE

but also to help the operating forces take advantage of favorable factors in the environmental situation.

Considering its cosmopolitan interests and its responsibility for forecasting in an environment extending from deep in the ocean to the upper atmosphere, the Naval Weather Service is relatively small, consisting of about 400 officers and 2000 enlisted men. Its heart is the Integrated Fleet Weather Central System, consisting of six Weather Centrals and nine Weather Facilities. This system is augmented by smaller weather service units ashore and afloat. The Weather Centrals are the principal collectors and processors of meteorological and oceanographic data. The Facilities support the Centrals but have, in addition, many and varied special tasks. At the smaller units weather service personnel interpret the products for local use.

al Weather Service, is located in Washington, D. C.



COMMAND & CONTROL CENTERS

As the Navy expands its program of computerized Operations Control Centers, the Naval Weather Service is being called on to provide these centers with environmental data in a form easily digested by the computers. With its own computer system already in operation, Naval Weather Service is well prepared to satisfy this requirement. The Operations Control Centers are being tied into the Naval Weather Service high-speed data network, and environmental information is being fed to them directly from the Fleet Numerical Weather Facility through the computer centers of various Weather Centrals. At the Operations Control Centers, the environmental data is filed on magnetic tape reels, ready to supply up-to-date information to anyone who has a need for it.

SURFACE SHIPS of all types and sizes require weather support and there is hardly a weather factor that can be omitted. Sea state and sea temperature affect sonar capability as well as the maneuverability of ships. Winds not only affect the sea state but are important in aircraft handling, missile-launching, and radiological fallout plans. Temperatures are important in ballistic settings, fuel consumption, and type of clothing used. Radical temperature and humidity changes aloft influence radar and radio propagation.

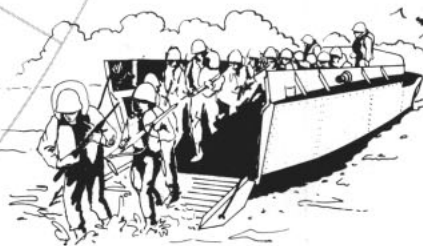
AIRCRAFT OPERATIONS are probably more dependent upon the weather than any other phase of naval warfare. The feasibility of launching, the effectiveness and endurance once launched, the recovery, in the case of carrier aircraft—all are dependent upon weather information. Forecasts are required for the time and place of launch. Enroute winds must be known in order to determine if it is possible to reach an assigned target and return, and if so, how much time is allowed over the target area. Weather conditions must be suitable for recovery of the aircraft. The Weather Service personnel aboard carriers and at air stations must supply timely information to squadron and ship commanders to aid them in the decision-making process.

SUBMARINES require environmental support both in launching their own weapons, such as Polaris missiles, and in avoiding detection by the enemy. Surface winds, temperature lapse rate, sea state and sea ice conditions are important factors to be considered in launching a Polaris missile. Under conditions of poor visibility, strong winds, heavy seas or considerable low cloud cover, a sub is extremely difficult to locate. Sea temperature gradient is an important consideration as it affects sonar patterns.

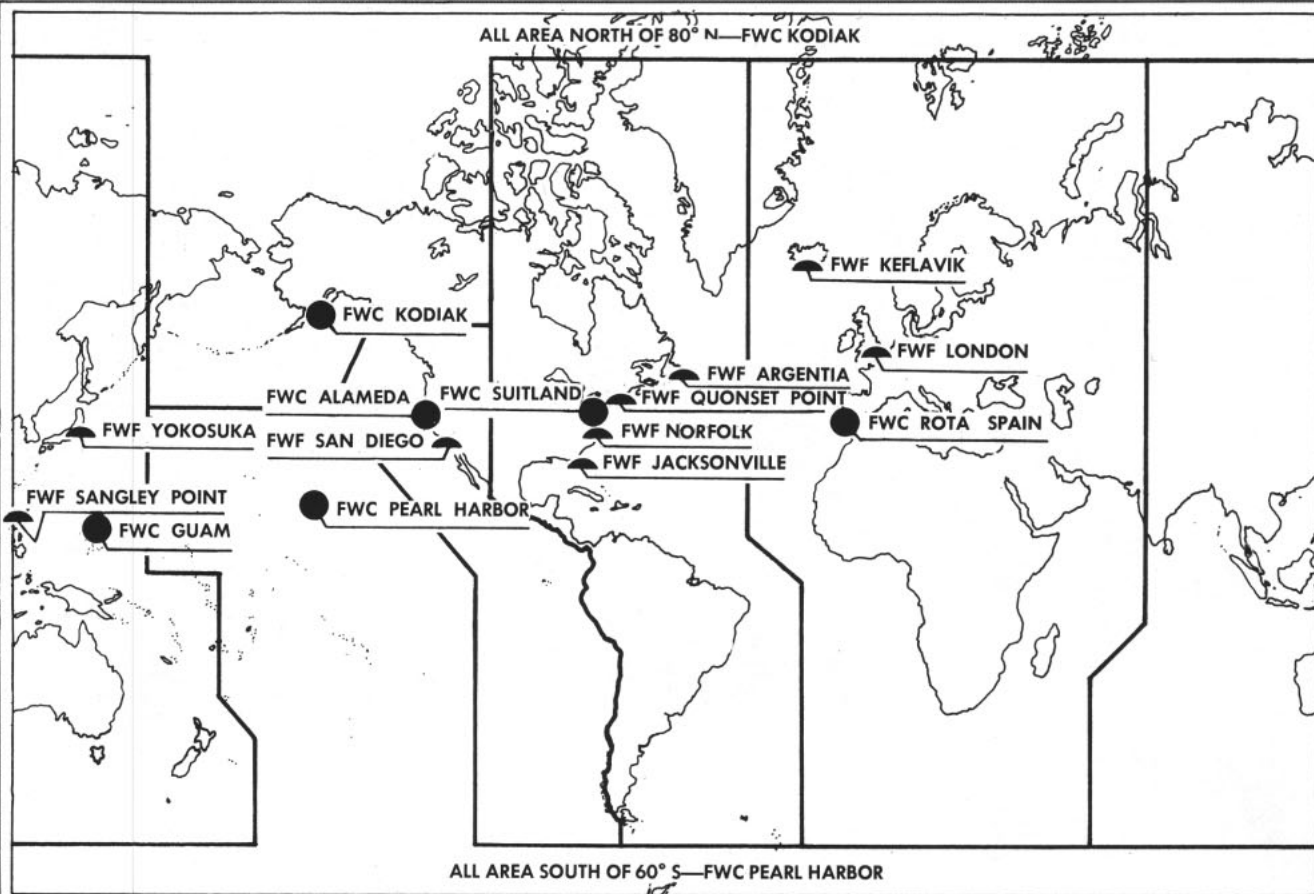
ity at Monterey, Calif.—because of not administratively a part of the Inte. In all other respects, however, it is weather products are prepared by transmitted at the rate of 4000 words the major Weather Centrals. Whole transmitted in seconds. The Weather areas and feed it directly from tele- data is checked for garbles, errors, or large computer at FLENUMWEAFAC. solving the difficult equations of the processes in the atmosphere. years, but it was not until the de- der that solutions could be derived in ducing a surface chart, for example, undred million computations. in weather-forecasting brought about hey hold for the future, the bulk of eavily upon the "experience method." ssure, wind, temperature, clouds and eather systems such as highs, lows, the systems with one another using dge.

gy since World War II have been tre- quive. The satellite, the meteorological all unknown 20 years ago, show s said during World War II that more meteorology in the preceding 25 wo thousand. One might speculate on bring.

AMPHIBIOUS OPERATIONS require more all-around environmental support than any other naval operation. Sea conditions determine the feasibility of putting men and boats over the side, and surf conditions determine whether or not they can be landed. Atmospheric conditions, such as fog, could limit or even stop the entire action. Cloud cover might restrict or prevent air cover. The task force meteorologist must advise the commander of all the many environmental factors which might affect the operation.



NAVY WEATHER to the FLEET...



● LOCATIONS OF FLEET WEATHER CENTRALS—FWC ◐ LOCATIONS OF FLEET WEATHER FACILITIES—FWF



STAFF WEATHER BRIEFING is one of the most important tasks performed by Weather Service personnel. Since environmental parameters affect every Fleet operation, forecasts of these parameters are an essential element in the decision-making process. Fleet and force commanders are continuously kept advised of environmental influences on operations.



ASW FORCES require subsurface, surface, and atmospheric environmental predictions. The Fleet Numerical Weather Facility prepares, by computer, prognostic charts of many of the needed elements for the entire Northern Hemisphere. Using objective methods, Fleet Weather Central Guam prepares similar charts for the Western Pacific area.



OPTIMUM TRACK SHIP ROUTING is an operational program employing special techniques for selecting the best predicted routes for ships. Factors considered are wind speed and direction; wave height, period and direction; and ship performance. The objectives of OTSR are to minimize crossing time, passenger discomfort, and damage to ship and cargo.



ICE RECONNAISSANCE & FORECASTING render valuable service to ships providing logistic support to polar bases. Ice observer personnel map the ice and prepare pictorial presentations showing concentration, size, stage of development, phenomena and topography. Using the information gathered by the observers, forecasts of ice coverage and movement are made.



RESEARCH AND DEVELOPMENT help to increase our knowledge of the dynamics of the atmosphere and to develop new techniques and equipment. The Navy has been responsible for many new developments in the field of meteorology. Numerical Weather forecasting, for example, began under Navy sponsorship.



NAVAL RESERVE Weather Service personnel participate in training drills and annual active duty at locations throughout the U. S. These "Weekend Warriors," both officer and enlisted, have taken part in many major Fleet exercises and stand ready to augment the active forces in the event of an emergency.



METEOROLOGY REPORTS on weather conditions are gone over in briefing session as pilot lays out flight plans.

(Continued from page 31)
the Crimean War, both the British and the French attempted to apply the new art of weather forecasting to their operations. The forecasts of that day, however, proved to be little better than a wild guess, so interest declined.

Many of the technological innovations during World War I were highly dependent upon weather conditions. The zeppelins, observation balloons, gas projectiles, and aircraft were all greatly affected by weather. This brought about a renewed interest in military weather forecasting.

The advent of naval aviation created for the sea service a new need for accurate information. On 8 May 1917, a request was made to the commandant of Naval Air Station, Pensacola, to employ a competent civilian to keep records of "air conditions" and other meteorological phenomena at the air station.

In December of that year, Assistant Secretary of the Navy Franklin D. Roosevelt wrote to a friend, Dr. Alexander McAdie, director of the Blue Hill Observatory, Harvard University, suggesting that he enroll in the Naval Reserve for the purpose of organizing a naval aerological organization. Dr. McAdie accepted Assistant Secretary Roosevelt's invitation and was appointed in the rank of lieutenant commander.

Lieutenant Commander McAdie set to his assigned task, establishing training schools for officers and enlisted personnel.

In 1919, the Naval Aerological Service was officially established within the Bureau of Navigation.

The Bureau of Aeronautics was established within the Navy by Act of Congress in 1921. Naval aerology was incorporated into the new bureau, and it remained there until it was transferred to the office of the Chief of Naval Operations during World War II.

MEANWHILE, meteorological theory, to which little had been added from the 1860's until World War I, began to develop and mature. Norwegian meteorologists conducted intensive studies from which the "air mass" and "frontal" concepts emerged. Meteorology changed from an art to a science.

The Naval Aerological Organiza-

NAVIGATORS in Navy aircraft keep abreast of latest weather developments, plot courses accordingly.



tion grew from a corps of 50 officers and 200 enlisted men manning 31 stations during World War I to approximately 90 officers and 600 enlisted men at 124 units at the beginning of World War II. During the Second World War the service reached a peak of 1318 officers and 5000 enlisted men manning 1588 units.

Weather information became an important element in the planning of naval operations during World War II. Both sides used weather forecasts in an attempt to achieve an edge. In the invasion of Attu, nearly three thousand men were put ashore on the fog-shrouded island before the Japanese realized they were being invaded. The D-Day landings at Normandy were delayed a whole day because of a weather forecast. The fast carrier task forces frequently used weather to cover their approach and operations.

This was a bit different from the disastrous expedition of the Spanish Armada—which encountered a storm when it had barely reached open water outside Lisbon.

In the post-war years, as the Navy moved into the nuclear, electronic, and supersonic age, the requirements placed on the Naval Aerological Service increased by leaps and bounds. All types of fleet units were receiving weather support. The title, "U. S. Naval Aerological Service," no longer seemed appropriate. In 1957 the name was officially changed to the U. S. Naval Weather Service. And so it remains today—Naval Weather Service—providing service to the Fleet.

—LCDR T. V. Fredian, USNR

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JET TURBINE helicopter, called a *Whirly-Mite*, is demonstrated for helicopter pilots at Ellyson Field, Pensacola. Platform prevents flights over three feet.

Morning-After in Kodiak

An earthquake comes and goes in a jiffy, but man long remembers it as he undertakes the task of repairing the damage and destruction fashioned in those few seconds.

This clean-up/repair job has been the primary task at Naval Station, Kodiak, Alaska, since last March, when earthquakes severely rocked our 49th state.

A shift in the island's land mass caused the area around the naval station to subside about five and a half feet, creating a flood danger to cargo and fuel piers. Normal high tides now rise over five feet above their previous levels.

This situation hampers the work of replenishment ships, which carry supplies and construction materials to the island. The difficulty of unloading operations has increased. Ice and winter tides further complicate this problem.

Restoration work started immediately after the earthquake, as architects and engineers arrived in Kodiak to evaluate the damages.

To date, a dike has been constructed to protect hangars, runways and taxiways from further flooding. Sunken hangar aprons had to be jacked and grouted.

Remaining work to be done includes rebuilding the periphery area of the hangar parking apron, runway fringes open to the sea, access roads to the station and the harbor breakwater. The fire station, boat house, transformer building and supply warehouses are likewise in need of repair.

Also, a new recreation building has been planned to house an eight-lane bowling alley, hobby shops and offices.

All of which proves the worst part of an earthquake is not necessarily the few seconds of the quake itself.

Big Ocean, Big Job

No matter how detailed a map you consult, the Pacific Ocean will be big. And the 49 officers and men of Explosive Ordnance Disposal Unit One (EODU-One) are prepared to go to any spot in this area. They are on call to dispose of unexploded ordnance made by anyone in the world.

With that kind of a job, they have to know a lot about nearly every kind of explosive device. They are qualified to dismantle weapons ranging from Civil War cannon balls and wooden-keg mines to the latest in guided missiles.

Before any of them could become EOD men, all had to pass 27 weeks of rigorous training at the U. S. Naval Explosive Ordnance Disposal School at Indian Head, Md. Volunteers must be third class petty officers and above, and their mechanical and general classification tests must be above average.

Prior to this training, they attend an eight-week EOD/Scuba course at the Underwater Swimmer's School at Key West Fla., where they learn the techniques of diving with several types of scuba equipment. Officers and enlisted men receive the same training.

But EDOU-One does more than explode ordnance. Recently, the unit blasted a rock shelf in the Pearl Harbor entrance to make it easier for large ships to navigate.

Before the construction of the Arizona Memorial was begun, these men surveyed the area around the sunken battleship to check if any hazardous conditions were present.

EODU-One men also work with the U. S. Customs Department. Often they check the hull of a ship which is believed to be carrying smuggled goods.

When the men aren't out on a job, they are either in class or repairing the Unit's boats and testing the diving equipment.

To maintain their eligibility, EOD men must pass an annual diving physical conducted by a diving medical officer, and they must return to Indian Head every three years for a 10 week refresher course.

BUILDERS OF THE NAVY



Dr. Usher Parsons had the unenviable job of being the only surgeon available during the Battle of Lake Erie. He served with Perry in *Lawrence* and operated in *Lawrence's* wardroom which was nearly level with the water. Cannon balls literally crashed through the wardroom in which he worked and one killed two men lying on the operating table. Because every man who could be spared was needed to fight on the deck, Dr. Parsons often carried on alone. During the battle, Dr. Parsons dressed the wounds of many men before transferring with Perry to *Niagara*.

Three-man EOD teams are strategically located throughout the Pacific, but if the unexpected arises, the men of EODU-One can be on their way in less than two hours.

What a Way to Start a Day

Not every Navyman's day begins with a chase, a capture, a beating and a recommendation for a citation.

Early one morning Gordon Hastings, a storekeeper second class stationed in Los Angeles, heard the cries of a 68-year-old woman. As he ran out of his house in his stocking feet to see if he could help, he saw two assailants take the woman's purse and run.

Although they were dressed in men's clothing, the thieves turned out to be two women. Hastings ran after them and, when they split up, he continued to chase the one who still had the purse. Once he caught her, he forced her to return to the scene.

When the prisoner asked that he loosen his grip on her arm, Hastings released his hold and told her to walk ahead of him. Desperately the prisoner turned on the Navyman with a punch that broke his nose and caused a deep gash next to his right eye. Bleeding badly, Hastings could not chase the thief, but he was able to return the purse to the owner, who, by this time, had summoned the police.

Hastings' commanding officer praised him for upholding the finest naval traditions and recommended him for a citation.

Taste of Shipboard Life

Marine families enjoy shipboard life. A group of military and dependent guests from the Marine Corps Air Station, Iwakuni, Japan, were given a first-hand look at Navy life on board *uss Oklahoma City* (CLG 5) and they came back full of praise.

The visitors boarded the Seventh Fleet flagship at Iwakuni for a one-day trip to Beppu. They began the cruise by watching the sea and anchor detail go through its getting-underway routine.

Once the ship was at sea, they were given a tour of the guided missile light cruiser, starting with a weapons demonstration. This was followed by an explanation of the equipment and procedures used on the bridge.

Then, in the Combat Information Center and Weapons Control Room the visitors received a brief explanation of the radar and armament.



SHUTTER-BUG—Navy RA-5C *Vigilante* carries cameras as part of intelligence data gathering equipment. Plane is part of carrier-based intelligence system.

A color guard ceremony, held as the ship entered Beppu harbor, climaxed the six-hour trip.

Amateur Recruiter

The Navy can be a pretty good deal, but it usually takes a bit of getting used to. And human nature being what it is, very few Navy men go on boot leave with a soft spot in their hearts for the old hometown recruiter.

Not long ago the San Francisco recruiters signed up a young lad for one of the officer programs and shipped him off to OCS. Several months later this same fellow walked into the office, complete with a

set of ultra-shiny shoulder boards each bearing a single gold stripe. He was on his first leave. He thought the Navy was such a fine place to be in that he wanted to donate his services to the officer procurement section. Spreading the gospel, so to speak.

Recruiters are not ones to look a gift horse in the mouth so, during the following days, the new Navyman accompanied the procurement teams (who thought the whole idea was just fine, but a little bewildering) on visits to nearby colleges, where they gave lectures on the aspects of Navy life.

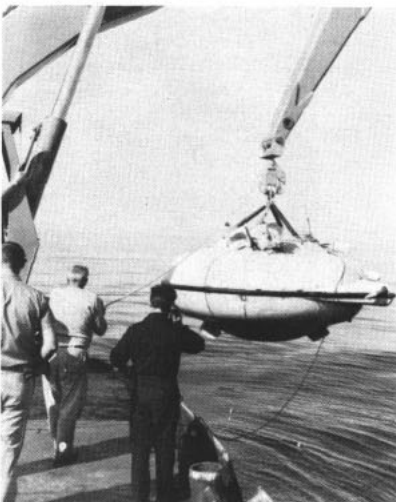
During these talks, the ensign was exhibit A. Fresh from OCS, transformed overnight from a college kid into a naval officer, he could tell many a sea story about the first few landlubbing weeks of life as an officer (or hopeful) in the U.S. Navy.

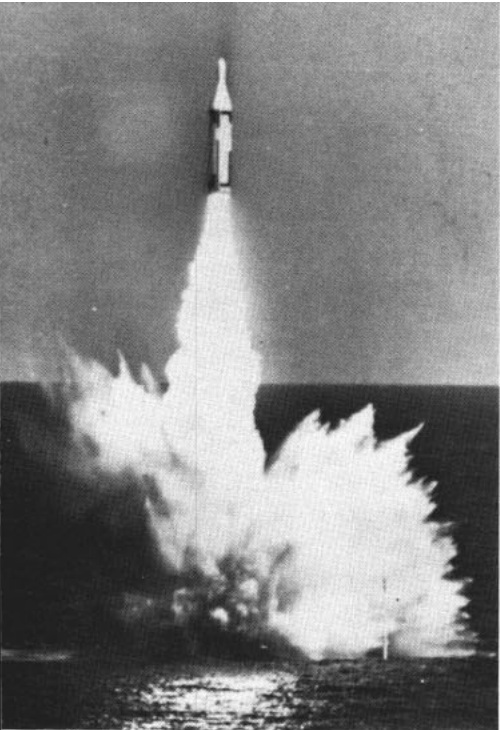
The approach hit the jackpot. Maybe it was the officer's new and spotless uniform, or perhaps it was the fact he was soon to go aboard a boat . . . ship . . . called *uss Henrico* (APA 45) which, he hinted, would probably go to WestPac soon. WestPac, he would explain to the uninitiated civilians, was the orient. (In reference see *Teahouse of the August Moon*.)

Whatever the reason, the number of officer applicants soared, and when his leave ended Ensign P. R. Lynch, USNR, left for sea duty with a grateful letter of appreciation from the recruiters safely tucked away in his seabag.

In such ways are traditions begun.

DIVING SAUCER (DS 2) goes down for Naval Missile Center tests of underwater detection and search.





BIG SHOT—FBM sub sends *Polaris* missile sky high during test firing.

Polaris in PacFlt

POLARIS, as reported in last month's **ALL HANDS**, is now in the Pacific.

The first regular FBM submarine Pacific patrol got underway just before the new year arrived, and brought the total number of *Polaris* submarines that have been deployed to 20. Here's a report on the ballistic missile subs in that arena.

uss *Daniel Boone* (SSBN 629), carrying new long range A-3 missiles, became the first FBM sub to take up a Pacific vigil. She departed from her anchorage at Apra Harbor, Guam, on 26 Dec 1964 for a normal two-month underwater patrol.

Her sister ship *Tecumseh* (SSBN 628) has also joined the newly established Submarine Squadron 15 in Guam for initial deployment. Five more *Polaris* subs are presently scheduled to join the squadron, including *Ulysses S. Grant* (SSBN 631) and *Stonewall Jackson* (SSBN 634)—both already in commission—and three others which are under construction. All will carry the 2500-mile A-3 missile.

A veteran ship of the first FBM sub squadron has arrived at the anchorage to service the squadron's ships. *uss Proteus* (AS 19), which first began servicing the U. S. deterrent force from her station in Holy Loch, Scotland, in March 1961, is now halfway around the world from that spot performing the same work.

Like all *Polaris* submarines, the

Pacific Fleet ships have two complete crews, the blue and gold, with about 130 officers and enlisted men each. These crews and their families will be homeported in Hawaii. At the conclusion of each two-month patrol crew members will be airlifted to Hawaii for leave and refresher training.

The Fleet Submarine Training Facility, with equipment duplicating that found on an operational *Polaris* submarine, is located at Ford Island, Pearl Harbor.

OTHER YEAR'S END reports from the Pacific highlight important 1964 activities of the command which covers over 80 million square miles of ocean.

Probably the most significant event occurred in August, when the Seventh Fleet retaliated against communist-controlled North Vietnam for unprovoked attacks on U. S. ships in international waters. Air sorties flown from the carriers *uss Ticonderoga* (CVA 14) and *Constellation* (CVA 64) destroyed torpedo and gun boat installations, boats and fuel storage dumps in North Vietnam as a result of successive surprise attacks against the destroyers *uss Maddox* (DD 731) and *Turner Joy* (DD 951).

Pacific Fleet units continued their job of policing the vast territory of the world's largest naval command. They performed many mercy missions for distressed ships and assisted in aftermath rehabilitation of earthquake-stricken Alaska.

Last year also saw the visits of Fleet units to the Indian Ocean, giving people in bordering countries—including some on the African continent—an opportunity to observe elements of the U. S. Navy.

Saving lives is not always restricted to the scope of military operations in the Pacific Fleet. In 1964 one of its components—Naval Medical Research Unit Two—helped curb cholera epidemics in Korea, Thailand, Taiwan, Borneo, Hong Kong, Pakistan, Malaya, South Vietnam and the Philippines.

SEVERAL NEW SHIPS were added to maintain the Fleet as a modern fighting force. These included four guided missile frigates, four guided missile destroyers, a combat stores ship, a high speed combat support ship, an amphibious command ship, a cable repair ship, a converted guided missile cruiser and a conventional submarine, in addition to *Proteus* and two FBM submarines.

Also, 19 ships were modernized under the FRAM program.

Training operations continued. Exercises with and without allied naval units are an important function. Concentration is on striking forces and the elements which support them. These exercises are of all types and sizes, and deal with every aspect of modern warfare.

It's a big beat that PacFlt polices, and as 1965 begins, this force is perhaps better equipped for its job than it ever has been.

OFF DUTY—Submariners relax in bunks while aboard an FBM sub on patrol.



Monrovia Loves Venice

There are some fine liberty ports scattered around the world, and everyone has his favorite. Just now, the Navymen and Marines of *uss Monrovia* (APA 31) are enthusiastic about Venice, Italy.

It figures. Any city which would build and dedicate a statue in honor of Casanova is bound to be interesting.

Monrovia pulled into Venice late last year, closely followed by *uss Donner* (LSD 20) and *uss Waldo County* (LST 1163). The three ships claim to be the first U. S. amphib vessels to enter the city since 1959.

Although the tourist season was technically over, the Navymen shared the city with a number of civilian sightseers. Many of these visitors made a point to come aboard *Monrovia*, and the ship logged over 1000 persons during a two-day open house.

Among the other attractions of Venice were the Palace of the Doge (the center of government during the eighth century Republic of Venice), the home of Marco Polo, open air cafes and, of course, Casanova's statue.

If you want to believe *Monrovia's* crew, there's nothing like a nice gondola ride after weeks at sea.

New Ships in Your Future

New ships mean progress, and there has been quite a bit of activity on the ship construction scene. The Fleet now has three new members, three other ships were launched, others have received names, while construction of two ships has only begun.

The attack aircraft carrier *uss America* (CVA 66) was commissioned at the Norfolk Naval Shipyard, Portsmouth, Va. Although the Navy has used three earlier *Americas*, the carrier is the first ship built for the Navy to bear the name.

America is 1047 feet long, 252 feet wide and has a full-load displacement of 77,600 tons. She is the eighth attack carrier built since World War II, and is armed with the *Terrier* surface-to-air guided missile.

Her keel was laid 9 Jan 1961, and she was launched 1 Feb 1964.

The amphibious assault ship *uss Guam* (LPH 9) was commissioned at the Philadelphia Naval Shipyard. The 18,000-ton ship will be assigned to the Atlantic Fleet.



VENETIAN VIEW—*USS Monrovia* (APA 31) enters Venice for week's visit. *Monrovia* was one of first amphibious ships to visit the Italian port since 1959.

Although this new *Guam* is the third ship to bear the name, she is the first named for the battle which liberated the island from the Japanese during World War II.

Amphibious assault ships were originally conceived by the Navy-Marine Corps team to transport troops and their equipment to a beachhead and then, by helicopter, lift them behind the beach. *Guam* can carry either 20 CH-46 *Sea Knight* or 30 CH-34 *Sea Horse* helicopters.

Guam is the fourth ship to be built from the keel up as an LPH, and is

DOCKED—Floating crane rests high and dry in floating drydock as it undergoes repairs at Pearl Harbor.



the third built at the Philadelphia Naval Shipyard. Her two predecessors, *uss Okinawa* (LPH 3) and *Guadalcanal* (LPH 7), are now operating with the Atlantic Fleet. *uss Iwo Jima* (LPH 2) was built at Bremerton, Wash., and operates in the Pacific.

The destroyer escort *uss Garcia* (DE 1040) was commissioned at San Francisco, Calif. The ship is named in honor of the first native of Puerto Rico to be awarded the Medal of Honor, PFC Fernando Luis Garcia, USMC.

Garcia has bow-mounted long range sonar, variable depth sonar and carries the drone antisubmarine helicopter (*Dash*), antisubmarine rocket (*Asroc*), antisubmarine torpedo launchers and a single 5-inch/54 caliber gun mount.

The destroyer escort is 414 feet long, has a 44-foot beam and displaces 3400 tons. Her keel was laid 10 Oct 1962, and she was launched 31 Oct 1963.

The nation's second nuclear powered guided missile frigate *Truxtun* (DLGN 35) was launched at Camden, N. J. The new frigate is the fifth Navy ship to bear the name of Commodore Truxtun who supervised the building of the frigate *Constellation* and became her first commanding officer.

Truxtun will have a combined capability for antiair and antisubmarine warfare. She will be armed with one twin *Terrier* missile launcher, one 5-inch/54 caliber and two 3-

TODAY'S NAVY

inch/50 caliber gun mounts. She will also be equipped with a bow-mounted long range sonar, antisubmarine rocket (*Asroc*), Drone Antisubmarine Helicopter (*Dash*) and the Navy Tactical Data System (NTDS). The frigate will carry a crew of 27 officers and 452 enlisted men.

She has an over-all length of 564 feet, a beam of 58 feet and a full-load displacement of approximately 9000 tons. Her keel was laid 17 Jun 1963.

As the fourth nuclear powered surface ship to be built, *Truxtun* will be powered by two reactors similar to those in operation aboard *Bainbridge* (DLGN 25). Other nuclear powered surface ships are the aircraft carrier *uss Enterprise* (CVAN 65) and the guided missile cruiser *Long Beach* (CGN 9).

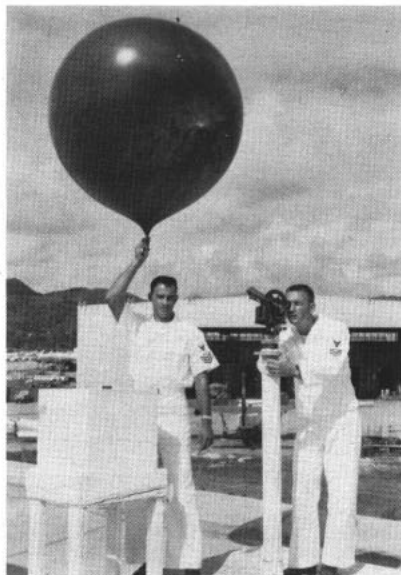
The fleet ballistic missile submarine *Kamehameha* (SSBN 642) was launched at the Mare Island Naval Shipyard, Vallejo, Calif.

The submarine is named for the Hawaiian chief who, in 1795, gained control of the Hawaiian Island after several years of civil war. He then established a stable government.

Kamehameha's keel was laid on 2 May 1963.

The destroyer escort *Albert David* (DE 1050) was launched at Seattle, Wash.

As a *Garcia* class DE, *Albert David* is designed for antisubmarine duty and will be equipped with a drone antisubmarine helicopter (*Dash*), antisubmarine rockets (*Asroc*), and antisubmarine torpedo launchers. She will also have two single 5-inch/54



WEATHER BALLOON will tell wind direction and velocity at high altitudes as AG's track it from ground.

caliber gun mounts.

Three nuclear powered attack submarines under construction now have names, and all three are the second submarines to bear their respective names.

Puffer, the name assigned to SSN 652, is named after a salt water fish which inflates its body with air. Her keel was laid in Pascagoula, Miss., last month. The World War II *Puffer* was sold in July 1960.

The submarine SSN 662 received the name *Gurnard*, and is named after a spiny-finned fish with an armored head. Her keel was laid in

December 1964 at the Naval Shipyard, Mare Island, Calif. The first *Gurnard* was sold in September 1961.

Narwhal, a whale-like mammal found in the Arctic Ocean, was assigned to SSN 671. The first *Narwhal* was a World War II submarine which was sold in November 1946. The new ship is under construction at Groton, Conn.

The Bureau of Ships has awarded a contract to a California firm for the two combat store ships AFS 4 and 5. When completed, these two ships will bring to five the number of vessels of this class.

Two are already commissioned, *uss Mars* (AFS 1) and *Sylvania* (AFS 2). The AFS 3, which has not yet been named, is scheduled to be launched in early 1966.

Both new ships will have an overall length of 581 feet, a maximum beam of 79 feet.

F-111 Test Flight Successful

The supersonic F-111, a multi-purpose craft which can spread its wings for slow flights and retract them for high speeds, took off from Carswell Air Force Base, Texas for a 21-minute maiden test flight.

The performance of the F-111, formerly known as TFX, brought praise from many quarters although its two-man crew were unable to retract the plane's wing flaps after takeoff.

This failure, however, was termed as minor by the project directors who scheduled a second flight to follow within two weeks. Although F-111 is capable of flying at 2.5 times the speed of sound, it was flown at only

LOTS OF GLITTER—NAF Monterey's pistol team, led by John C. Simms, ADR2, has collected 88 awards in nine matches.



230 miles per hour during the test with its wings fixed at a 26-degree angle. The plane used 3000 feet of runway for takeoff.

The versatility of the F-111 is expected to meet the demands for mobility, supersonic performance and striking power which the Navy requires.

Career in the Underwater Navy

Lieutenant George W. Fields who, by his calculation, was one of the first men to qualify in a nuclear powered submarine, retired recently at the ripe old age of 38 after nearly 23 years of naval service. When he enlisted in 1942, he was only 15 but he felt older—he joined up the month after the attack on Pearl.

Field's first year as a salt water sailor was spent in *uss New Mexico* (BB 40). After that, he was assigned to his first submarine, *uss R-1*, and he was hooked. *R-1* was the first of nine submarines to which he would be assigned during his career.

One of the more unusual subs in which he served was the Japanese *I-14*. In 1945 Fields was a member of the relief crew on board *uss Fulton* (AS 11) and was assigned to the prize crew which took over *I-14*. He remained on board the captured vessel for nearly six months.

Throughout his enlisted career Fields served as a torpedoman and earned his chief's hat. Recognizing a good thing when he saw it, he volunteered for nuclear training and duty in *Nautilus* (SSN 571) in 1953. After he had completed the school, he joined the pre-commissioning crew and served on board until 1957.

He was in *Nautilus* on 17 Jan 1955 when she flashed the message "Underway on nuclear power" thus inaugurating a new age in naval propulsion. Fields was also on board *Nautilus* when she passed within 180 miles of the North Pole. At that time, he and his fellow crew members were farther north than any other men in a ship had been before.

After his duty in *Nautilus*, Fields moved to *uss Swordfish* (SSN 579) where he remained as Chief of the Boat until he was commissioned in 1960. As an officer, he served at the Naval Ordnance Depot at Pearl Harbor and, at the time of his retirement, in his old ship, *Fulton*, at New London, Conn.

Lieutenant Fields has only one regret concerning his naval service—one of his Navy years was not spent in the submarine service.

FROM THE SIDELINES

FROM TIME to time we hear of a golfer driving shag balls from the fantail of his ship, football games on flight decks, and stick hockey on destroyers, but *uss Markab* (AS 23) crewmen have to take the cake.

They have a sports car track aboard ship.

The track, of course, is used for racing slot cars. A four-slot layout made of sheet metal, the 70-foot track has curves, hills and chicanes (points at which the slots squeeze together so cars in adjacent lanes can collide).

Pegs are mounted between the front wheels of the cars to keep them in the slots. Power is transmitted to the cars through metallic tapes in the slots, and governed by rheostats operated by the drivers.

The cars are accurate scale models of stock, customized, sports and formula autos. Most have been built by their owners.

Since the *Markab* Engineering Model Racing Club (MEMRC) was formed last summer, informal races have been conducted any time two or more members have had a spare moment at the same time.

★ ★ ★

In Pearl Harbor, *uss Lansing* (DER 388) has accomplished a couple of notable firsts: First ship of its size to win the Commodore's Cup in *DesFlot Five*, and first ship to win both the cup and the Intra-Flotilla Olympics in the same year.

Lansing, one of the flotilla's smallest, won the cup in competition with 23 other destroyers. Firsts in softball, basketball, pistol shooting and the Olympiad, and second place finishes in bowling, volleyball and swimming gave the destroyermen the needed points for the trophy.

In true underdog fashion, the

Lansing men came home from more than half a year at sea, and had to finish the annual schedule in five months. Double-headers in softball, football and basketball, and one softball triple-header helped them catch up to, and surpass, their rivals.

A lot of effort, perhaps, but that's how trophies are won.

★ ★ ★

Speaking of winners, a recent photo in the weekly paper of NAAS Ream Field, Imperial Beach, Calif., depicts a spread of trophies and awards so great that they could barely be squeezed into camera range. All belong to one man (and amount to only half of what he owns)—Franchot M. Sandoval PN3—and all are evidence of his excellence in the sport of bowling.

Sandoval, whose book average is 203, has bowled three perfect games (two in one day, according to our source). For a 300 effort in league play he once received \$250 cash, a diamond ring and a watch. And some of us would be pleased to break 165.

★ ★ ★

Three is also a lucky number for Chief Warrant Officer Harold F. Sessions, of *uss Kitty Hawk* (CVA 63). It represents the number of holes-in-one he's made in eight years of golfing.

The latest of the terrific trio came late last fall at Bremerton, Wash.

It's likely that he is remembered at the Navy golf course in San Diego, for he scored the other two aces there—the first in 1957 on the fourth hole, the second in 1961 on number five.

For his latest feat, CWO Sessions received trophies from BuPers and from a golf equipment manufacturer.

—Kelly Gilbert, JO2, USN

Brief news items about other branches of the armed services.



REPLACEMENT—Coast Guard light tower off Cape Fear, N.C. replaces 34-year-old lightship at Frying Pan Shoals.

A COAST GUARD light tower has replaced the Frying Pan Shoals lightship southeast of Cape Fear, N. C. The lightship had been in operation there for 34 years.

The new tower was designed by the Coast Guard to withstand the impact of extraordinary wind and wave actions. The 500-ton deckhouse of the tower stands on four steel legs, which are encased in 36-inch diameter steel pilings driven 293 feet below the ocean floor.

Living quarters, a radio beacon, and communications

and oceanographic equipment are included in the deckhouse. Its roof serves as a landing platform for helicopters. On one corner of the deckhouse is a 32-ft. tower supporting the radio beacon antenna and a lantern housing a 3.5 million candlepower light, which is visible up to 17 miles.

A crew of six operates the new navigational aid, as compared with the 16 to 20 men needed for the lightship.

The lightship will go to Cape May, N. J.

A PROTOTYPE of the rugged little XM 561 tractor-trailer vehicle has been delivered to the Army for testing and evaluation at the Aberdeen Proving Ground in Maryland. The carrier has a load capacity of one and one-quarter tons and will fill the gap between the quarter-ton jeep and the two and one-half ton cargo carriers presently in production.

The new carrier consists of a four-wheeled tractor and two-wheeled trailer, both of aluminum construction. They are connected by a jointed hitch system, enabling all six wheels to remain on the ground when the going gets rough.

Terrain which would bog down a conventional vehicle will not hinder the XM 561. It is amphibious and is light enough to be delivered by helo or parachute. In addition, various kits make it possible to convert the XM 561 to a weapons carrier, ambulance, command post, fire direction center, mobile communications center or firing platform for missiles.

The Army and Marine corps will receive 13 more prototypes in May 1965. They will undergo testing in Alaska, Kentucky, Arizona, Virginia, Georgia, Oklahoma and the Canal Zone.

SOMETIME IN THE MIDDLE of this year, the Air Force will launch into outer space a test frame carrying four types of solar cells. Scheduled to be in orbit for 30 days, the cells will be compared for their ability to convert the sun's heat into electricity. All have special instru-



ARMY is testing XM 561 jointed cargo carrier, which goes equally well in the water (left) or over roughest terrain.

ments to transmit data to ground stations concerning operating conditions and electrical conversion capabilities of the cells.

The frame will be launched at Vandenberg AFB, Calif. A self-erecting boom will hold the test frame in an elevated position above the orbiting vehicle. A special sun-sensing control system will keep the frame facing the sun.

These cells will have to cope with vibration, mechanical shock, heat, cold, vacuum, ultraviolet radiation and radiation from Van-Allen and man-made belts of electrons and protons.

Although two of the four cells have never been checked under orbital space conditions, all have been extensively ground tested in sunlight.

The experiment will also determine the accumulated deterioration of the cells. For the first five days, information will be recorded from the cells, then they will lie dormant until the final three or four days. Then another reading will be taken.

★ ★ ★

CHANCES ARE you'll never be gigged for being three billionths of a second late for muster, but there is a way to detect such tardiness. The Army's new lightweight atomic clock marks time accurately to a ten billionth of a second.

The atomic clock is not new. Many models, each weighing several hundred pounds, are in use in laboratories.

The Army's new timepiece is lightweight by comparison—tipping the scales at a mere 44 pounds. It's a one cubic-foot package manageable by one man and rugged enough for field use.

Close time measurements are necessary for many scientific and military purposes, including the setting of extremely close radio frequencies, accurate tracking of missiles and satellites, and the synchronization of radar nets.

The new atomic clock can be put into operation in about 15 minutes and runs on standard 110-volt current, the 24-volt output of military vehicles, or both sources combined. Batteries automatically take over without disruption if either of the other power sources fails.

A natural element—rubidium—gives the clock its accuracy and stability, measuring time with a gain or lag of only one second in about 300 years.

★ ★ ★

MILITARY STRENGTH of the armed forces, as of 31 Dec 1964, totaled 2,659,767. This is a decrease of 16,394 from the total strength a year ago on that date.

Preliminary December strength figures for the other services, with comparative 1963 figures, were:

	1964	1963
Army	964,983	954,225
Marine Corps	188,495	188,650
Air Force	841,000	869,243

By comparison, the Navy's strength (according to preliminary figures) was 665,289 on 31 Dec 1964, and 664,043 on that date in 1963.

The figures represent full-time military personnel comprising both regulars and reserves on continuous active duty and officer candidates, including cadets at the Military and Air Academies, and Annapolis midshipmen.



STABILITY PLUS—XH-51A helicopter being tested by Army is built for increased stability and maneuverability.

THE MAIDEN FLIGHT of the Air Force SR-71, a new long-range strategic reconnaissance aircraft, has been successfully completed in California. The aircraft, flown by a civilian test pilot, was in the air approximately one hour.

Existence of the new reconnaissance plane was announced in July by the President. Powered by two J-58 jet engines, the craft can fly at more than three times the speed of sound and operate higher than 80,000 feet.

During the first flight the aircraft exceeded 45,000 feet altitude and 1000-mph speed. All test objectives were met.

The SR-71 will be assigned to the Strategic Air Command at Beale Air Force Base in California.



TALL TITAN II, intercontinental range missile, stands on launching pad 150 feet underground at Wichita, Kan.

THE BULLETIN BOARD

Option on Assignments for First Termers on Reenlistment

FIRST-TERMERS, you now have a better opportunity than ever to ship over with an option on your next duty assignment.

A program has been set up specifically to cater to you when reenlistment time rolls around. It applies for men on their first enlistment who are PO3 and above, designated strikers and E-3s who have passed the examination for third class.

If you're willing to reenlist for four or more years, the Navy will make every effort to provide you with orders to one of your two choices of duty prior to the reenlistment ceremony.

Options Offered

If you're serving on sea duty, you may specify your preferences from among the following:

- Retention on board your present command for up to 24 months after reenlistment (you specify the number of months desired), provided your total tour does not exceed 36 months in a non-arduous sea duty billet or 48 months in an overseas billet, toured (non-rotated) ship or unit.
- Inter-type transfer in the same fleet with home port or specific unit guaranteed.
- Intra-type transfer with home port or specific type unit guaranteed.
- Inter-fleet transfer with home port or specific type unit guaranteed.
- Transfer to new construction with type specified.



"No, Fitzgerald, I don't think the captain would understand!"

• An overseas shore billet with one of the following specified: Europe and North Atlantic; Latin America; North Africa and Middle East; Far East; Hawaii; or Alaska.

• CONUS shore duty with choice of naval district specified. To apply for this option, you must be eligible for Seavey.

If you're on shore duty when your first enlistment expires, you may choose among the following:

- Choice of fleet with desired home port or specified type unit guaranteed.
- An overseas shore billet with one of the following specified: Europe and North Atlantic; Latin America; North Africa and Middle East; Far East; Hawaii; or Alaska.
- Transfer to new construction with type specified.

River Commands Merge

No longer is there a Potomac River Naval Command. Both it and the Severn River Naval Command have ceased to exist as a result of a merger. What formerly was PRNC and SRNC is now Naval District Washington, D. C.

Previously, the staff duties of the Severn River Naval Command were carried by the Naval Academy staff. Now, with its headquarters at the Washington Navy Yard, the new command has taken over the functions and responsibilities of the geographic areas of both the former Naval River commands.

There are no contemplated transfers, reductions, increases or changes in staffing, either military or civilian, as a result of the reorganization.

Naval District Washington, D. C., will cover the following area: The Potomac River up to the Frederick County line; the District of Columbia; the counties of Anne Arundel, Prince Georges, Montgomery, St. Mary's, Calvert and Charles in Maryland; the counties of Arlington, Fairfax, Stafford, King George, Prince William and Westmoreland in Virginia; and the cities of Alexandria, Falls Church and Fairfax, Va.

To be eligible for the duty assignment options, you must, as we said, be serving on your initial enlistment or an extension of your initial enlistment.

You must be willing to reenlist for four or more years.

You must be at your present command in an on board for duty status.

You must be recommended for reenlistment by your commanding officer.

You must satisfy the requirements for serving overseas shore duty, as outlined in articles 6.32 and 6.33 of the *Transfer Manual*, if you request an overseas billet.

Further, you must execute a conditional agreement to extend your enlistment for one year *at the time of application*. This extension will be binding upon receipt of conditional orders which satisfy either of the first two choices listed in your application.

There is one restriction. The incentives described here are not available in conjunction with other reenlistment incentives, such as the STAR or SCORE programs, or school assignment under article 12.8 of the *Transfer Manual*.

There is a set format which you must follow to apply for the duty assignment option. It is enclosed in BuPers Inst. 1306.73A, which gives full details on this subject.

If your time is growing short, take a look at the world map and decide where you would prefer to begin your second enlistment.

Then stop by your personnel office and get the ball rolling.

Navy-Marine Residence Foundation Organized in Behalf of Widows of Officers

An organization has been formed which will provide residences for elderly widows of Navy and Marine Corps officers who died on active duty or after retiring.

Named the Navy-Marine Residence Foundation, Inc., it plans to provide residences in appropriate geographical locations in the United States where officers' widows may live in a dignified manner with others

who have mutual interests.

The first site to be developed by the foundation—Vinson Hall—will be in McLean, Va., near Washington, D. C. The facilities offered to each resident will include a private apartment, subsistence, dispensary services and sick care, and recreation and social activities.

Ultimately the foundation hopes to establish additional residences in San Diego, Norfolk and other areas where there are large concentrations of Navy and Marine officers.

The development of Vinson Hall has begun, with completion scheduled for 1967. Initial funds for this project were raised by volunteers from Navy officers' wives' clubs, the Navy and Marine Corps and others. Charges made to residents will help finance the costs.

The foundation is also establishing an endowment fund which will provide financial assistance for some of the residents of Vinson Hall who are unable to pay the normal fees involved. This assistance will be rendered, partially or wholly, to about 30 per cent of the planned number of residents.

This Navy-Marine Residence Foundation endowment fund has been endorsed by the Secretary of the Navy, who urges support from all active duty and retired officers.

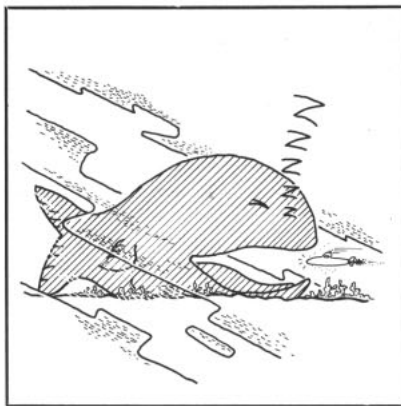
Contributions may be sent to the Navy-Marine Residence Foundation, Inc., Building 54, U. S. Naval Observatory, Washington, D. C. 20390.

Further information on this subject is contained in SecNav Note 5340 of 22 Dec 1964.

Code of Conduct Training

Into the barbed-wire, guard tower-dominated enclosures march 60 officers and men of USS *Summit County* (LST 1146). Hands locked on their heads, they are pushed along by shouting guards in uniforms of North Korean or Chinese communist troops. They are lined up at attention, and for 15 minutes are subjected to a propaganda harangue. Meanwhile, the guards march menacingly up and down, thrusting aside for special treatment any man who may not, in their consideration, be paying proper attention.

The location is not actually a prisoner-of-war compound—it is the U. S. Army's 25th Infantry Division Code of Conduct station, in the foothills of Oahu's razor-tipped Koolau Mountains in Hawaii. The men of



"It may very well be an underwater cave, sir, but it snores!"

Summit County are going through the Code of Conduct course of instruction (they went through it late last fall).

Objectives of the course are to insure understanding by each individual of his responsibilities as set forth in the Code of Conduct; to indoctrinate

the individual in techniques of interrogation, so that he will have a better chance of withstanding the psychological shock of capture and questioning; to provide an understanding of the principles that can be employed in planning an escape and avoiding capture; and to give the men an understanding of POW compound organization.

The Code of Conduct program consists of four and one-half hours of instruction. In the tactical phase, students spend an hour in the prisoner-of-war compound, where they are subjected to harassment designed to create feelings of shock, anger and hostility—feelings they might well experience if captured.

The second phase of the instruction consists of three and one-half hours in the classroom, where the Code of Conduct is reviewed in lectures and skits.

Summit County is one of several Navy ships that took the training.

WHAT'S IN A NAME

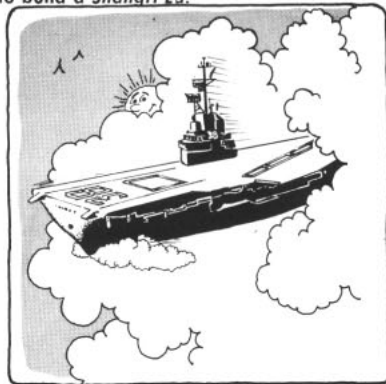
Shangri-La, From Myth to Reality

Twenty years ago myth became reality when USS *Shangri La* (CVA 38) was commissioned.

It all began in April 1942 when Lieutenant Colonel James Doolittle, Army Air Force, led 16 B-25 bombers off the flight deck of the carrier USS *Hornet* (CV 8). The Doolittle raid, one of America's first retaliatory attacks on Japan, bombed Tokyo and other cities.

When President Roosevelt announced the raid, he told reporters the bombers had been launched from a secret base in Shangri La (the mythical setting of James Hilton's novel, *Lost Horizon*).

Five months later, *Hornet* was sunk. It wasn't long before a drive was underway to make this mystery ship a reality—to build a *Shangri La*.



In January 1943, *Shangri La*'s keel was laid in the Norfolk Navy Yard; a little over a year later she was launched. In September 1944, she was commissioned as CV 38.

Reporting to the Pacific Fleet, the carrier destroyed her first enemy aircraft in April 1945. *Shangri La* continued to launch wave after wave of fighters and bombers against Japan until one year after her commissioning. By the time she anchored in Tokyo Bay for the Japanese surrender she had steamed nearly 75,000 miles and recorded more than 14,000 landings. She had suffered neither damage to herself nor casualties to her crew.

After the war, *Shangri La* helped return soldiers and sailors to the U. S.

The year 1946 brought Operations Crossroads, the first atomic tests, at Bikini; *Shangri La* was there, too.

After a few years in a decommissioned status, she emerged from a shipyard period in January 1955 with an angled deck, which permitted her to launch and recover aircraft at the same time. New steam catapults, flight deck elevators and arresting gear made her one of our earlier attack aircraft carriers (CVA).

Shangri La ended her tour with the Pacific Fleet in 1960 when she was transferred to the Atlantic with Mayport, Fla., as her home port.

With most of her flight deck still a double layer of wood, she is the oldest attack aircraft carrier serving in the Atlantic Fleet.

Bringing You Up to Date on Navy Enlisted Classifications

THERE HAVE BEEN several additions, deletions and other changes to the Naval Enlisted Classifications (NEC) coding system since publication in the December 1964 issue of ALL HANDS.

- Through the use of questionnaires and other centrally available information, nearly all the NECs for Sonar Technician Surface (STG) have been revamped.

- In the surface missile system (SMS) area, missile weapons control systems codes (FT-1155 through FT-1159) are now restricted to career petty officers E-6 or higher.

- A new systems code has been added, FT-1144, *Terrier* Mk 76 (WDS-Mk-11).

- To tie in with the recent conversion of selected MTs to the FT rating, the old missile technician codes for *Talos* and *Tartar/Terrier* now appear as FT-1143 and FT-1144.

- Likewise, ET-1517 (AN/SPS-39 and AN/SPS-42 radar maintenance

technician) is now FT-1133 under a new group of fire control radar technician NECs.

- In addition, some personnel with the 1517 NEC will be converted to the new FT-1135 (AN/SPS-39A).

- Other new NECs include those in the AT and AQ ratings trained in A6A aircraft. Previously, these were only for planning purposes, but now these NECs are available to be assigned to personnel.

- There are also some changes which affect other aviation personnel. New NECs are replacing AE-7131 (automatic flight reference system technician), AE-7137 (automatic flight control system technician) and AT-6616 (ECM system technician). The new NECs relate to specific aircraft and, in some cases, show the difference between intermediate and organizational maintenance.

For example, let's say the present AE-7137 has been split into 16 NECs, each specifying a particular

aircraft. If a man is trained in S-5 auto pilot maintenance, he would be coded, say, AE-7123, which means A-3, series S-5, automatic flight control system. This man would no longer be coded 8357, A-3 system, since his new code would identify his specialty and the plane type.

NECs of this nature will also identify automatic stabilization equipment technicians for helicopters.

In addition to these changes, the aircraft systems maintenance NECs (8301 series) are undergoing a re-defining and lowering in priority to become aircraft maintenance NECs. This means these personnel will not be required to have a specialist skill, but only have a normal degree of familiarization with the aircraft.

Other new developments, although they haven't been clearly defined as yet, involve the ET rating. As part of the work of the ET rating control officer, questionnaires have been sent to local commands. Upon their return,

The Following New NECs Have Been Established

NEC	Title	Source Rating	NEC	Title	Source Rating	NEC	Title	Source Rating
BM-0165	Boat Captain, LCU	BM, QM, SM	ST-0493	UWFCs Mk 114/Mod 9 (Terrier/Asroc) (AN/SQS-26CX)	STG	SF-4918	Nondestructive Testing Operator/Inspector	SF, ML, MR, BR
ST-0413	Antisubmarine Classification Analysis Team Member (ASCAT)	STG, AX	ST-0494	UWFCs Mk 105 AN/SQS-23	STG	AT-6655	Automated Checkout Equipment Technician A6A, E2A, A5A, RA5C aircraft)	AT, AQ, AE
ST-0416	Sonar Intelligence Analysis Technician (STIC)	STS	ST-0495	UWFCs Mk 105 AN/SQS-4(RDT)	STG	PR-7352	Senior Naval Parachutist	PR
ST-0419	Sonar Technician, AN/SQS-26CX	STG	GM-0891	Asroc launching group Mk 16	GMG	PR-7354	Master Naval Parachutist	PR
ST-0421	Sonar Technician, AN/SQS-4(RDT) (AN/SQS-29-32)	STG	FT-1115	WDS Mk 11	FTM	AQ-7961	A6A Ballistic Computer Set Technician, Intermediate	AQ, AT
ST-0483	UWFCs Mk 114 (Asroc) (AN/SQS-26CX)	STG	FT-1133	AN/SPS-39 or AN/SPS-42	FTM, ET	AQ-7962	A6A Track Radar Technician, Intermediate	AQ
ST-0484	UWFCs Mk 114 (Asroc) (AN/SQS-23)	STG	FT-1135	AN/SPS-39A Fire Control Radar Technician	FTM	AQ-7963	A6A Search Radar Technician, Intermediate	AQ
ST-0485	UWFCs Mk 114 (Asroc) AN/SQR-13 (Padloc) (AN/SQS-23)	STG	FT-1137	AN/SPS-52 Fire Control Radar Technician	FTM	AQ-7964	A6A Vertical Display Technician	AQ, AT
ST-0486	UWFCs Mk 111 (Asroc) AN/SQR-13 (Padloc) (AN/SQS-23)	STG	FT-1143	Talos missile and missile test equipment	FTM	AQ-7971	A6A Ballistic Computer Set Technician, Organizational	AQ, AT
ST-0487	UWFCs Mk 111 (Asroc) (AN/SQS-23)	STG	FT-1144	Tartar/Terrier missile and missile test equipment	FTM	AQ-7972	A6A Track Radar Technician, Organizational	AQ
ST-0488	UWFCs Mk 102 (AN/SQS-23)	STG	FT-1156	Terrier MFCS Mk 76 (WDS Mk 11)	FTM	AQ-7973	A6A Search Radar Technician Organizational	AQ
ST-0489	UWFCs Mk 102 (AN/SQS-4(RDT)	STG	ET-1521	AN/SPS-29C or AN/SPA-62 or AN/SPA-63 Radar Maintenance Technician	ET	8395	Dash Target Control Technician (SRW-4)	ET, AT
ST-0491	UWFCs Mk 114/Mod 9 (Terrier/Asroc) (AN/SQS-26AX)	STG	ET-1594	ECM Intercept Technician	ET	9526	Seabee Technical Assistance Team Candidate (STAT)	Any
ST-0492	UWFCs Mk 114/Mod 9 (Terrier/Asroc) (AN/SQS-26BX)	STG	RM-2372	Communication System Technician	RM, ET	9527	Seabee Technical Assistance Team Technician	Any
			YN-2525	Chaplain's Clerk	YN, PN	9563	Satellite Communications Technician	Any
			MA-2731	Automatic Data Processing Computer Maintenance Technician	MA			
			3347	Mk 21-2 Launcher	TM			

What If You Don't Have an NEC?

NECs are becoming more important, but if you don't have one there's no need to become alarmed. If you're like most Navymen—about 80 per cent—you don't need an NEC because your experience and knowledge is indicated by your rating and crow.

The new NEC system works as well for you as it does for your more specialized contemporaries. When specialized billets are identified by job code numbers and special skills are shown in NECs, it'll be easier for the Navy to assign *you* to a general billet where you'll be most valuable.

Another point: You've probably noticed that sailors who have plenty of general experience are often used to coordinate the detailed activities of the more specialized Navymen. That's no accident. Good petty officers who know their ratings are, always have been, and always will be the backbone of the Navy.

Or perhaps you *do* have a special skill, but there's no NEC to identify it. If this is the case, there's always a chance the Navy can use your knowledge, but the need doesn't arise often enough to justify another NEC. That doesn't necessarily mean you'll be ignored, and you may be ordered to a BuPers controlled B billet. B billets are usually those which require special and hard-to-find skills or talents, and the men who fill them are hand-picked.

The Navy's color guard in Washington, D.C., is a good example. The petty officer billets are Bureau-controlled, and the men chosen must stand between six feet and six feet four, see without glasses, have a record of neatness, be erect and physically fit, have a GCT between 45 and 65, know the basic drill requirements, and desire the duty.

Try and put that in an NEC.

they, combined with additional centrally available information, will enable BuPers to recode ET personnel in a manner similar to that of the ST rating. Areas of responsibility will be more closely defined, which means that other ratings will be required to carry more of the maintenance load.

For more information concerning the NEC, check the December issue of *ALL HANDS*, and the new *Manual of Naval Enlisted Classifications* (NavPers 15105H).

Now—what do you do? First, check the following lists to see if your NEC has been changed. If it hasn't, you have nothing further to do. But if you do have a new NEC, make sure it corresponds to the training you have received. If for some reason it does not, see your personnel officer. He'll take the necessary action to have it corrected.

This first list shows which NECs were canceled. In most cases, they were converted as shown below. But if your NEC was canceled, and was

not converted, you now have an NEC of 0000/0000, unless, of course, you had an additional NEC.

NEC	Converted To	Source Rating
Canceled ST-0477	ST-0492	STG
GM-0856	—	—
GM-0991	GM-0891	GMG
MT-1313	FT-1143	FTM
MT-1314	FT-1144	FTM
ET-1517	FT-1133	FTM, ET
ET-1541	—	—
3325	3322	ET
3333	3331	ET
3334	3332	ET
3346	3345	TM
3469	YN-2525	YN, PN

Here is the list in which source ratings have been added to or deleted from NECs.

NEC	Added Source Rating	Deleted Source Rating
ET-1539, ET-1543, ET-1544, ET-1546, ET-1547, ET-1548, ET-1549, RM-2314, RM-2342	CT	—

ET-1591	AT	—
RM-2346	—	ET
CE-5631	CM, EM, EN	—
AE-7137	AM for A5A, RA-5C aircraft	—
8331	—	PH
8351	—	AQ

The following NECs had their titles changed:

NEC	New Title	Source Rating
ST-0474	UWFCs Mk 114 (Asroc)	STG
ST-0475	UWFCs Mk 114/Mod 9 (Terrier/Asroc)	STG
ST-0479	UWFCs Mk 105/Mods 11-23	STG
ST-0481	UWFCs Mk 114 (Asroc) (AN/SQS-26AX)	STG
ST-0482	UWFCs Mk 114 (Asroc) (AN/SQS-26BX)	STG
ET-1539	KW-37R, KW-7	ET, RM, CT
3322	Mk II Mod 0/4	ET
3324	Mk II Mod 2/3	ET
3331	NAVDAC Mk 2/Mod 3/4; Mk 2/Mod 1 SDC	ET
3332	NAVDAC Mk 2/Mod 2/4; Mk 3/Mod 0/1 SDC	ET
3345	Mk 21-0/1 Launcher	TM



YOU'LL BE ELECTED to the circle of good shipmates if you pass ALL HANDS to the crew members who are waiting.

Central Detailing Desk Will Now Assign Top CPO Grades

BECAUSE senior and master chiefs will be assigned only to established E-8 and E-9 billets, the Bureau of Naval Personnel has decided that coordination of these assignments on a Navy-wide basis can be made best from one central position where all pertinent information is at hand.

This means you, as an E-8 or E-9, will be ordered by name, to a specific billet at your next command.

All this is made possible by the new desk in the enlisted detailing section of BuPers. They'll use the new E-8/E-9 Duty History and Preference Card which is now available.

Designated NavPers 4053 (9-64), all master and senior chiefs should submit a current duty history and preference card to BuPers. (If you have submitted an officer preference card, you don't need to fill out the new card unless you want to change your preferences.)

In addition to submitting the NavPers 4053 to the Bureau of Naval Personnel, here are procedures for senior and master chiefs in the following ratings:

- **HM/DT**—Submit a duplicate of the NavPers 4053 to BuMed, Attention Code 3411 (for HMs) or Code 6133 (for DTs).

- **MA/TD**—Continue submitting your NavPers 753 or 2926 cards to Commanding Officer, EPDOCON-US, Bainbridge, Md., in accordance with BuPers Inst. 1306.14.

- **CS/SH/SK**—If you hold an NEC of 2813 (Commissary Store Manager) or 3111 (Navy Exchange Manager), submit a duplicate 4053 card to Commanding Officer, Navy Ship's Store Office, Brooklyn, N. Y. (Attn: IR-5).

- **CT and other ratings serving with the Naval Security Group**—Continue to submit NavPers 729 and, when appropriate, NavPers 730 in accordance with BuPers Inst. 1070.2.

- **Aircontrolmen**—Continue to submit your AC Data Card (NavPers 205) in compliance with the *Enlisted Transfer Manual*.

A hint on listing your duty preferences: The two top enlisted pay grades will, as a rule, fill administrative roles. A commanding officer determines how many (if any) E-8 and E-9 billets are required in his command structure and, if the allowance request is approved, the billet or billets are established.

As a general rule, you can anticipate that only larger complexes will have slots for senior and master chiefs. And for this reason, the detailers may sometimes find it impossible to honor your preferences, although they will try to come as close as they can. Your best bet is to give the detailers enough latitude in your selection, so they can come as close as possible to honoring one of your preferences. (Example: Newport, Great Lakes or Washington; Norfolk, Charleston or Key West; or San Diego, Los Angeles or San Francisco.)

At present, many E-8/E-9 personnel are not filling authorized billets for their rate. And as E-7s are promoted, more E-8s will occupy non-E-8 billets. To minimize this situation, it may be necessary, at times, to reassign these chiefs. Those on shore duty won't be sent to sea until their tour ashore is finished. The same applies to those on sea duty. Whenever possible in these cases, reassignments will be made in the same geographical area or to ships with the same home port to avoid high travel costs and personal inconvenience.

Normally, if you fall in this category, you won't be reassigned until you have completed at least one year at your command. If you are overseas, you will be allowed to complete the prescribed tour for the area in which you are stationed.

Your rotation between sea and shore duty will be governed by the established Seavey and Shorey procedures.

As for training, the Chief of Naval Personnel considers that, by the time you have attained the E-8 or

E-9 level in your respective rating, you don't need further formal training. Therefore, requests for schools of long duration, such as class "B" schools, will not, as a rule, be approved.

But this does not mean your training days are over. You can still receive a course of instruction of short duration to meet the requirements of a specific billet. And your command can give you orders to a short period of training on a temporary additional duty basis using its TAD funds.

If you're an E-7, upon notification of being selected for E-8, you should immediately submit a history and preference card to Pers B-2121. And for everyone, whenever your personal data or duty preferences change, submit a new card.

BuPers Notice 1306 of 11 Sep 1964 and BuPers Inst. 1306.74 give details on this subject.

List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen process by (WS).

A Shot In The Dark (2802) (C) (WS): Comedy; Peter Sellers, Elke Sommer

To Trap A Spy (2803) (C): Suspense; Robert Vaughn, Luciana Paluzzi

The Walls of Hell (2804): Drama; Jock Mahoney, Fernando Poe

Lloyds' of London (2805): Tyrone Power, Virginia Field (Re-issue)

The Prisoner of Shark Island (2806): Warner Baxter, Harry Carey Sr. (Re-issue)

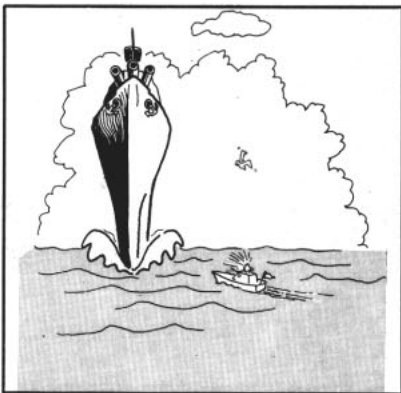
Immortal Sergeant (2807): Henry Fonda, Maureen O'Hara (Re-issue)

House of Rothschild (2808): George Arliss, Robert Young (Re-issue)

Naked Alibi (2809): Sterling Hayden, Gloria Grahame (Re-issue)

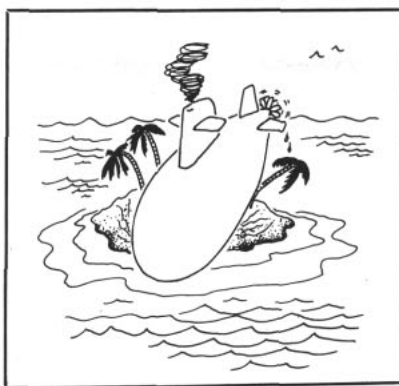
Sex and the Single Girl (2810) (C): Comedy; Tony Curtis, Natalie Wood

Kitten with a Whip (2811): Melodrama; Ann Margret



"Ahoy there!! You have any extra olives?"

To Kill a Man (2812): Drama; Gary Lockwood, James Shigeta
Castle of Blood (2813): Mystery; Barbara Steel, George Riviere
Destry (2814): Audie Murphy, Mari Blanchard (Re-issue)
Smoke Signal (2815): Dana Andrews, Piper Laurie (Re-issue)
Man Without a Star (2816): Kirk Douglas, Jeanne Crain (Re-issue)
Saskatchewan (2817): Alan Ladd, Shelley Winters (Re-issue)
The Night of the Iguana (2818): Richard Burton, Ava Gardner
Diary of a Bachelor (2819): Comedy; William Traylor, Dagne Crane
Ride the Wild Surf (2820) (C): Drama; Fabian, Shelley Fabares
The Young Lovers (2821): Drama; Sharon Hugueny, Peter Fonda
Foxes of Harrow (2822): Rex Harrison, Maureen O'Hara (Re-issue)
Wing and a Prayer (2823): Don Ameche, Dana Andrews (Re-issue)
Tumbleweed (2824): Audie Murphy, Lori Nelson (Re-issue)
Ride Clear of Diablo (2825): Audie Murphy, Susan Cabot (Re-issue)
Roustabout (2826) (C) (WS): Musical; Elvis Presley, Barbara Stanwyck
Bikini Beach (2827) (C) (WS): Comedy; Frankie Avalon, Annette Funicello
Dr. Strangelove (2828): Comedy Drama; Peter Sellers, George C. Scott
Topkapi (2829) (C): Comedy Drama; Melina Mercouri, Maximilian Schell
Captain from Castile (2830): Tyrone Power, Jean Peters
Drums Along the Mohawk (2831): Claudette Colbert, Henry Fonda (Re-issue)
Rails Into Laramie (2832): John Payne, Mari Blanchard (Re-issue)
Man Hunt (2833): Walter Pidgeon, Joan Bennett (Re-issue)
The Unsinkable Molly Brown (2834) (C) (WS): Musical Comedy; Debbie Reynolds, Harve Presnell
The Lively Set (2835) (C): Drama; James Darren, Pamela Tiffin
A House Is Not a Home (2836): Melodrama; Shelly Winters, Robert Taylor
Fail Safe (2837): Drama; Henry Fonda, Dan O'Herlihy
In Old Chicago (2838): Tyrone Power, Alice Faye (Re-issue)
Second Fiddle (2839): Sonja



"Finally made it! A tropical isle in the south seas . . ."

Henie, Tyrone Power (Re-issue)
Fox Fire (2840): Dan Duryea, Jane Russell (Re-issue)
Wild Geese Calling (2841): Henry Fonda (Re-issue)

Dead Horse Problems

Advance pay can result in as many problems as it can help solve. A continuing problem exists for Navymen who spend advance pay carelessly, then find it difficult to adjust to a smaller income during the six-month repayment period.

In BuPers Notice 7220 of 19 Jan 1965, commanding officers are reminded of their responsibility to counsel enlisted men on the hazards of drawing advance pay when executing PCS orders.

EMs are also reminded that arbitrary approval of requests for advance pay in the maximum or near maximum amounts is not in keeping with the purpose of this assistance.

COs are instructed to review continually the financial status of men requesting advance pay.

HOW DID IT START

These Games Are for Real

Although the U. S. Navy has used war games for many years as a method of training Navymen, the first war games were designed to train armies.

Some of the ancient games were early versions of chess. In 1644 a "King's Game" was introduced, which used pieces representing military forces, and was based on military and political principles. Another game, called "New Kriegsspiel," or "new war play," evolved late in the 18th century.

In 1824 a Prussian Army lieutenant, von Reisswitz, invented the first modern war game. Played on a map rather than a modification of a chessboard, von Reisswitz' game had no winners or losers. It was designed exclusively for training purposes.

Only the Prussians used the game until the end of the Franco-Prussian War, when military analysts concluded that Prussian success in two wars was partially due to

the use of the war game in training men. The practice then spread to other countries.

The first naval war game, devised by a British naval officer, came into being about 1879, and was closely followed by similar games used by the Italian and Austrian navies.

U. S. Naval War College students began studying the games about 1894, after a series of lectures given there on the subject. They have been a part of the curriculum ever since.

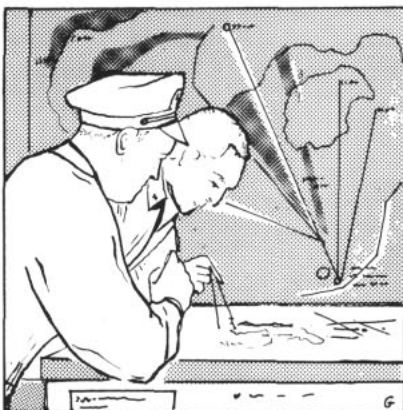
Today's war games consist of pregame preparation, play of the game, and a critique period. During the preparation, objectives, areas of operation and opposing forces are established, and the teams plan means of accomplishing their missions.

A control group distributes intelligence reports to the players during the game. The "commanders" of opposing forces maneuver, inflict damage and receive damage from the enemy, and base their play of the game accordingly.

After the game the critique period affords the players the opportunity to explain their decisions and play of the game. They also learn their mistakes and lessons to be taken from them.

The Navy Electronic Warfare Simulator (NEWS) at the War College is the largest of the current war game systems. Players move their forces by speed and course keys, and press buttons to fire weapons. Other games are played on computers.

But no matter how they are played, war games still teach strategy and tactics as their forbears did, and provide a realistic approach to wartime situations.



Retiring? Check the Latest Changes on Dual Compensation

RECENT CHANGES to the dual compensation laws might affect you if you're planning to seek federal employment after retiring from the Navy. You'll be interested to learn, for example, that the dual pay policy—regarding receipt of pay from two sources within the government establishment—has been liberalized. Retirement pay is one source.

Most of the changes affect retired officers. Retired enlisted men are exempt from the dual pay provisions.

Dual compensation laws were enacted as an economy provision to set a ceiling on the total pay that can be received from two federal government sources, and to establish employment procedures.

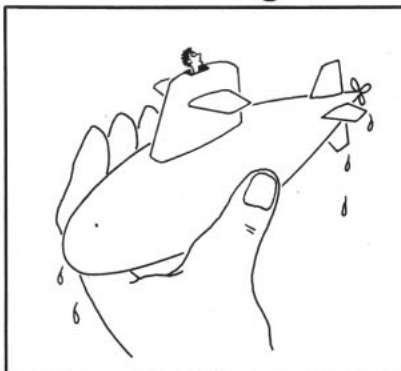
Before passage of the new Dual Compensation Act of 1964, the Dual Employment Act of 1894 restricted a retired officer from regular, full-time federal civilian employment if *either* his retired pay *or* the pay from a civilian position was \$2500 or more. Another provision, dating to the Dual Compensation Act of 1932, placed a \$10,000 ceiling on the *total* annual income a retired officer could receive from federal sources if he was employed in a position exempt from the \$2500 ruling.

The Dual Compensation Act of 1964 repeals both the 1894 and 1932 Acts. It provides that after 1 Dec 1964 every retired member of the uniformed services may accept any civilian office or position under the federal government. The following,

• **RESERVISTS**—Some Naval Reservists will be pleased to know that no longer do they have to wait until they have been on active duty for 12 months before they can enlist in the Regular Navy.

In the past, such Reservists who were interested in career programs, such as STAR and SCORE, may not have been eligible. They had to have a certain amount of obligated service, and the only way they could obtain it was to enlist in the Regular Navy. This was not possible unless they had served 12 months of active duty.

Now the time limit has been removed, and all Reservists on active duty are eligible for any career programs. For those who are attending service schools, this means they may continue instruction uninterrupted.



"What's new besides 'Ho, ho, ho?' "

however, are subject to certain pay limitations when retired for longevity or non-combat disability:

- Regular commissioned officers and temporary officers who retired in officer status.

- Regular commissioned or non-commissioned warrant officers, and temporary warrant officers who retired in warrant status.

These retirees will receive the full salary of any civilian position they hold with the government. But, while they are on the government payroll as civilians, they will receive only the first \$2000 of their *retired or retirement pay*, plus one-half of any amount they are entitled to in excess of \$2000.

This pay formula will be adjusted to reflect future pay increases granted to retirees under the Consumer Price Index formula. The first \$2000 will be increased by the same percentage as any retirement pay increase.

For example, if retired pay is increased three per cent, a retiree who is subject to the dual pay laws would collect the first \$2060 of his retired pay, plus one-half of the remainder—in addition to his full civilian pay.

This reduced pay provision does NOT apply to:

- Regular commissioned officers or warrant officers, or temporary officers or warrant officers, retired for disability resulting from injury or disease received in armed conflict, or caused by an instrumentality of war during a period of war.

- Reserves

- Any enlisted men who retire as enlisted men. This applies even if they are subsequently advanced to retired officer status, and includes enlisted men who retire after 30

years' service and are advanced directly to retired officer or warrant officer status. This also includes temporary officers who revert to enlisted status for retirement.

Retirees in the above categories have no limitation placed on their income. They may receive all pay from a federal civilian position in addition to full military retirement pay.

For those retirees subject to dual pay laws, reductions in retired pay will be handled on a pro-rated basis. The total amount to which a retiree is entitled in a year will be divided by the number of pay periods. An equal share will be received each pay period.

Also, even in cases normally subject to the dual pay laws, there will be no reduction in retired pay when the retiree is employed on a temporary, part-time or intermittent basis for the first 30 days if serving in one position, or for the aggregate of 30 days if serving in more than one position in a fiscal year.

There is one exception to these laws. The Administrator of the National Aeronautics and Space Administration may exempt 30 science, engineering or administrative positions within NASA from the pay limitations when special or emergency employment needs require.

Other Provisions

Employment by the Department of Defense: Hiring of retirees (including those not subject to reduced pay provisions) for civilian jobs within the Department of Defense is contingent upon approval of the Secretary of the service concerned during the first 180-day period fol-

• **NEW YORK NAVAL SHIPYARD**—30 Jun 1966 has been set as the closure date for the New York Naval Shipyard. That date should allow time for a gradual phase-down of employment, orderly processing of job offers to civilian workers from other activities, and a reasonable period for the community to adjust to the economic impact.

A number of base closings were announced last November, but dates were not then firm. The New York yard is one of several being shut down in an effort to cut Defense spending through the reduction and consolidation of activities.

lowing military retirement. DOD Directive 1402.1 of 1 Dec 1964 gives details on this subject.

Reduction-in-force: A retiree holds veteran's preference for reduction-in-force purposes under any of the following conditions:

- If his retirement is based on disability resulting from injury or disease received in line of duty as a direct result of armed conflict, or disability caused by an instrumentality of war and incurred during a period of war;

- If he has not had 20 or more years of active military service; or

- If he was employed in a federal civilian position on 30 Nov 1964.

The total time of active service in the armed forces is counted toward civil service seniority for retired members who are entitled to veteran preference for reduction-in-force purposes.

Other retirees are given credit for only the time in active service during any war, and in any campaign or expedition for which a campaign badge was issued (as defined by the Civil Service Commission).

Annual Leave: For annual leave purposes, military service credit for a retiree is limited to service during war time or in a campaign for which a campaign badge was issued, unless he was retired for combat disability or was employed on 30 Nov 1964. This means a man with 19 years' active service who is retired for non-combat disability is entitled to veteran's preference, and receives credit for 19 years' service when computing reduction-in-force benefits but, for annual leave purposes, he is credited with only his active service during war time or in campaigns for which badges were issued.

The Dual Compensation Act of 1964, Public Law 88-448, was approved by the President on 19 Aug 1964.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and

Notices for details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 1—Provided guidance to commanding officers affected by the implementation of General Order 19, with regard to reporting to new superiors in command.

No. 2—Required that all U. S. naval ships and stations display flags at half mast during period of mourning in memory of the late Sir Winston Churchill.

No. 3—Required that, at those installations where the flags of other nations are flown at full staff during period of mourning, the U. S. flag will be flown at full staff also.

No. 4—Announced certain flag officer changes.

Instructions

No. 1306.73A—Provides first-term naval personnel with reassignment options as a reenlistment incentive.

No. 1306.74—Establishes procedures for the detailing of E-8/E-9 enlisted personnel.

No. 1500.49A—Provides a study plan whereby officers and warrant officers on active duty may broaden their professional backgrounds.

Notices

No. 1626 (4 January)—Changed the time requirement for the issuance of DD Form 552 and set forth other reporting procedures for unauthorized absence.

No. 7220 (4 January)—Prescribed the recording of a member's entitlement to hostile fire pay in his service record.

No. 5340 (19 January)—Provided information to assist in the call for contributions to the Navy-Marine Residence Foundation Endowment Fund.

No. 7220 (19 January)—Reiterated the responsibility of commanding officers to counsel enlisted personnel concerning the hazards of drawing advance pay.

No. 1080 (22 January)—Advised that certain enlisted service records will contain other than the normal service record pages currently in use because of a test being made.

NOW HERE'S THIS

Some Navy Firsts in Ships' Names

The prevailing philosophy at ALL HANDS is that no one is ever first. Nevertheless, we have come up with several items reliably purported to be Navy Firsts. All have to do with ship's names.

The first U.S. Navy ship named for an enlisted man was USS Osmond Ingram (DD 255). The destroyer was named for Osmond Kelly Ingram, Gunner's Mate First Class. Ingram was the first Navy World War I casualty of enemy action. He was blown overboard when a German torpedo struck his ship.



The first combatant type ship built for the Navy and named for a woman was USS Higbee (DD 806) named in honor of Lenah S. Higbee, World War I Superintendent of Navy Nurses.

During World War II, there were five transports in service bearing the names of women. They were Dorothea L. Dix (AP 67) which honored the Civil War Superintendent of Nurses, Elizabeth C. Stanton (AP 69) honoring the leader of the fight for women's rights, Florence Nightingale (AP 70) named for the Crimean War Nurse, Lyon (AP 71) named in honor of Mount Holyoke College's founder, Mary Lyon, and Susan B. Anthony (AP 72) named for the women's suffrage leader.

The loss of any United States ship is a tragedy, but the loss of USS Juneau (CL 119) during World War II had a particular impact. Five members of the same family were lost when she went down. They were the Sullivan brothers.

In April 1943, the mother of George Thomas, Francis Henry, Joseph Eugene, Madison Abel and Albert Leo Sullivan christened The Sullivans (DD 537), making it the first U.S. Navy ship to be given a plural name, in honor of the five brothers who died together in battle.

Tax Time Again—See How You Stand in Your Home State

IT'S DIFFICULT for anyone to forget he has to file a federal income tax return but, for peripatetic Navy-men, it is sometimes easy for them to forget they owe state income taxes, too.

In fact, there may be a considerable number of Navy-men who have seen their home state so seldom they may have forgotten they have one. If you fall into this category, however, it's easy to refresh your memory. Just consult your personnel records and you will usually find a domicile or home state recorded there. Every U. S. citizen has one (even if it is unrecorded) and you must comply with its tax laws.

You are protected from double state taxation by the Soldiers' and Sailors' Civil Relief Act, which provides that servicemen and women who are absent from their domiciliary state solely by reason of complying with military orders shall not

be deemed liable to taxation as a resident in any other state in which they may be living. They may be liable for nonresident state income taxes on earnings from after-hours employment, however.

Although there were only a few changes in tax laws during 1964 which affect servicemen, these changes were important and deserve special mention:

- A serviceman whose domicile is California, but who is on permanent change of station orders outside the state, is considered to be a nonresident for tax purposes and doesn't have to file a California resident income tax return while he is away under those circumstances. He would file a nonresident California return if the income from that state, such as from rents, is large enough to require a return.

This status doesn't affect his other rights as a citizen of California such

as voting, resident tuition rates and other benefits.

- Maryland allows a \$1500 exclusion of active duty pay to servicemen who were engaged in an "active military policing action" during the year. South Vietnam qualifies for 1964.

- The state of Colorado completely repealed its provision for exclusion of military pay for the tax years after 1964.

- Michigan's new Uniform City Income Tax Ordinance exempts all military pay.

Copies of withholding tax statements have been sent to each Navy-man's domicile when one is indicated on his records. If no domicile is indicated, the statement is sent to the state in which he is serving.

Here is a summary of income tax laws of states and possessions of the United States. Find your state and act accordingly.

SUMMARY OF INCOME-TAX LAWS OF STATES AND POSSESSIONS OF THE UNITED STATES

- NOTE: 1. "Married couple" or "married" as used in this summary means husband and wife living together.
 2. A married service man or woman is considered to be living with his or her spouse when separated only by reason of military orders.
 3. "*" indicates provisions for declaration and payment of estimated taxes.
 4. The following states do not impose individual income taxes on residents generally: Connecticut, Florida, Illinois, Maine, Michigan, Nebraska, Nevada, New Jersey, Ohio, Pennsylvania, Rhode Island, South Dakota, Texas, Washington, and Wyoming. New Jersey imposes a "commuter tax."
 5. Under section 513 of the Soldiers' and Sailors' Civil Relief Act (50 USC App. 573) a member may defer payment of taxes, without interest or penalty, until six months after discharge if ability to pay is materially impaired by reason of active service. Returns must be filed on time, however.
 6. Various cities and municipalities levy a personal income tax. Where a question exists, each member should contact his home municipality to ascertain if he is liable for a tax.
 7. Returns and payment of the tax are due on 15 April 1965, unless otherwise noted after the state's name.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
*ALABAMA			
Net income of \$1500 if single; \$3000 if married or head of family.	\$1500 if single; \$3000 if married or head of family; \$300 for each dependent.	State Department of Revenue, Income Tax Division, Montgomery, Ala.	Members outside continental United States may defer filing, but with interest, until 30 days after return to the U. S. Consideration is given to waiving penalty for good cause.
*ALASKA:			
Gross income of \$600 from sources within the state.	Same as federal.	Commissioner of Revenue, Alaska Office Building, Juneau, Alaska 99801.	All active service pay exempt after 1950.
ARIZONA:			
Net income of: \$1000 if single; \$2000 if married. Gross income of \$5000.	\$1000 if single; \$2000 if married or head of household; \$500 additional if blind; \$1000 if 65 or older; \$600 each dependent.	Arizona State Tax Commission, Income Tax Division, State House, Phoenix, Ariz. 85007.	\$1000 active service pay is exempt. Members outside continental United States may defer filing and paying, without interest or penalty, until 180 days after release or termination of present emergency, whichever is earlier.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
ARKANSAS: (15 May due date)			
Gross income of: \$1750 if single or separated from spouse, 3500 if married or head of family.	Tax credit of: \$17.50 if single, \$35 if married or head of family, \$6 for each dependent.	State of Arkansas, Department of Revenue, Little Rock, Ark.	All active service pay is excluded.
CALIFORNIA:**			
Adjusted gross income over: \$2000 if single or head of household; \$4000 if married.	\$1500 if single; \$3000 if married or head of household; \$600 additional for taxpayer and spouse if blind; \$600 for each dependent.	State of California, Franchise Tax Board, 1025 P St., Sacramento, Calif. 95814.	\$1000 of service pay (including pay for active and Reserve duty or retirement pay) and all mustering-out payments are exempt. See note below for PCS outside of California. Filing and paying deferred without penalty or interest until 180 days after return to the U. S. from duty outside the 50 states.
**NOTE Domiciliaries of California on permanent duty outside the state are classified as nonresidents, for that state's income tax purposes only, and need not file returns on income derived outside the state. If married and the wife remains in California, however, she would be taxable on one-half of their community income plus her separate income, if any.			
*COLORADO:			
Gross income of \$750.	\$750 for taxpayer; \$750 for spouse; \$750 additional for taxpayer and spouse if blind, 65 or older; \$750 for each dependent.	State of Colorado, Department of Revenue, State Capitol Annex, E. 14th Ave and Sherman St., Denver, Colo. 80203.	\$2000 of active or Reserve duty pay excluded through 1964, none thereafter. Returns and payment of tax deferred without penalty or interest until one year after separation.
*DELAWARE:** (30 April due date)			
Gross income of: \$600 if single or separated from spouse. \$1200 combined gross income of married couple.	\$600 for taxpayer; \$600 for spouse; \$600 additional for taxpayer and spouse if blind, 65 or older; \$600 for each dependent.	State of Delaware, State Tax Department, 843 King St., Wilmington, Del.	See note below. Deferment for filing and paying may be granted, upon application, until six months after discharge.
**NOTE: §1101(7) of the Delaware Income Tax Law provides in part: " 'Resident' means only natural persons and includes any person domiciled in the state, except a person who, though domiciled in the state, maintains no permanent place of abode within the state, but does maintain a permanent place of abode without the state, and who spends in the aggregate not to exceed 30 days of the taxable year within the state; . . . "			
*DISTRICT OF COLUMBIA			
Gross income in excess of: \$1000 if single or separated from spouse; \$2000 combined income of married couple.	\$1000 if single or separated from spouse; 2000 if married; \$1500 if head of family; \$500 additional for taxpayer and spouse if blind, 65 or older; \$500 for each dependent.	District of Columbia, Finance Office, Revenue Division, Municipal Center, 300 Indiana Ave., N. W., Washington, D. C.	Upon application, deferment for filing or paying granted until six months after the return is due; one year for members outside continental U. S.
*GEORGIA			
Gross income of: \$1500 if single or separated from spouse, \$3000 combined gross income of married couple.	\$1500 if single; \$3000 if married or head of family; \$600 additional for taxpayer and spouse if blind, 65 or older; \$600 for each dependent (except one for head of family.)	Department of Revenue, Income Tax Unit, State Office Building, Atlanta, Ga. 30334.	Deferment for filing or paying without penalty or interest granted members outside continental U. S. until six months after return to the U. S.
*GUAM:			
Same as federal.	Same as federal.	Division of Revenue and Taxation, Department of Finance, Government of Guam, Agana, Guam 96910.	Same as federal; however, as to service compensation, the government of Guam in practice has not imposed the Guam income tax on individuals subject to the United States income tax.
*HAWAII: (20 April due date)			
Gross income from sources inside the state of: \$600 (\$1200 if 60 or older).	Same as federal except \$5000 in lieu of normal exemption for blind taxpayer.	Hawaii Director of Taxation, 425 Queen St., Honolulu, Hawaii 96813.	All service pay excluded.

THE BULLETIN BOARD

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
IDAHO:			
Gross income of \$600 (\$1200 if 60 or older).	Same as federal.	State of Idaho, Office of Tax Collector, Income Tax Division, State Capitol Building, Boise, Idaho.	Same as federal, except if outside the continental United States may defer filing and paying until six months after discharge.
*INDIANA:			
Gross income in excess of \$1000.	\$1000 for taxpayer on separate return; Lesser of \$1000 or adjusted gross income of each spouse (minimum of \$500 each) on joint return; \$500 additional for taxpayer and spouse if blind, 65 or older; \$500 each dependent.	Indiana Department of Revenue, State Office Building, 100 N. Senate Ave., Indianapolis, Ind. 46204.	Same as federal.
IOWA: (30 April due date)			
Net income of: \$1500 or more if single or separated from spouse; \$2350 or more if married, or married couple with combined net income of \$2000 or over if filing separate returns.	Tax credit of \$15 if single; \$30 if married or head of family; \$7.50 for each dependent; \$15 additional if blind or 65.	State Tax Commission, Income Tax Division, State Office Building, Des Moines, Iowa 50319.	No service pay exemption. 90-day extension granted with interest upon timely application, with additional time for good cause.
KANSAS:			
Net income of: \$600 if single or separated from spouse; \$1200 if married; (plus age and blind exemptions). Gross income of \$4000.	Same as federal, except that \$600 income limitation applies to child of any age unless a "student."	State of Kansas, Director of Revenue, Income Tax Division, State Office Building, Topeka, Kan. 66612.	\$1500 active service pay excluded from gross income until the termination of the present world crisis as determined by the Executive Council of the state.
*KENTUCKY:			
Net income of: \$1000 if single or separated; \$2000 if married, head of household, blind, or age 65. Gross income of \$1200 and \$2500, respectively.	Tax credit of: \$20 for taxpayer; \$20 for spouse; \$20 additional for taxpayer and spouse if 65 or blind; \$20 each dependent.	Commonwealth of Kentucky, Department of Revenue, Frankfort, Ky. 40601.	None.
*LOUISIANA: (15 May due date)			
Net income of: \$2500 if single or separated; \$5000 if married. Gross income of \$6000 or more.	\$2500 if single; \$5000 if married or head of family; \$400 for each dependent (less one for head of family); plus \$1000 per person, including dependents, who are blind, mentally retarded or have lost a limb.	State of Louisiana, Collector of Revenue, Baton Rouge, La.	None.
*MARYLAND:			
Gross income in excess of: \$800 if single, \$1600 if married.	\$800 if single; \$1600 if married; \$800 each dependent (including one under a multiple support agreement); \$800 if blind, 65 or older (also for dependents 65 or older).	State of Maryland, Comptroller of the Treasury, Income Tax Division, State Treasury Building, Annapolis, Md.	\$1500 of active service pay excluded during time of war and prior to cessation of hostilities or in an active military policing operation in conjunction with a foreign nation. (South Vietnam qualifies for 1964.) Members outside continental United States may defer filing until three months after return to the U. S.

<i>Least Income Requiring Residents to File Returns</i>	<i>Personal Exemptions and Credits</i>	<i>Where to Obtain Forms and File Tax Returns</i>	<i>Exclusions and Deferments for United States Armed Forces Personnel</i>
*MASSACHUSETTS:			
Earned income of \$2000. Other taxable income in any amount.	\$2000 for taxpayer against earned income; \$500 for spouse having income of \$2000 or less; \$2000 additional if blind; \$400 for each dependent.	The Commonwealth of Massachusetts, Department of Corporations and Taxation, Income Tax Bureau, 80 Mason St., Boston, Mass. 02111.	If requested and if for due cause, an extension of time for filing may be granted up to six months.
MICHIGAN:			
No individual income tax. Some cities impose income taxes, but military pay is exempt by state law.			
*MINNESOTA:			
Gross income in excess of: \$750 if single or head of household; \$1500 combined income of husband and wife if married.	Tax credits of: \$10 if single, additional \$10 if blind, 65 or older; \$30 if married, additional \$15 if blind, 65 or older; \$30 if head of household, additional \$10 if blind, 65 or older; \$15 for each dependent.	Minnesota Department of Taxation, Income Tax Division, Centennial Office Building, St. Paul, Minn. 55101.	\$3000 active service or Reserve duty pay excluded, plus mustering out pay. Members outside continental United States for more than 90 days may defer filing and paying until six months after return.
MISSISSIPPI:			
Net income in excess of personal exemptions. Gross income in excess of \$6000.	\$5000 if single; \$7000 if married or head of family.	State Tax Commission, Income Tax Division, Box 960, Jackson, Miss. 39205.	None.
*MISSOURI:			
Gross income of: \$1200 if single, \$2400 if married or head of family.	\$1200 if single; \$2400 if married or head of family; \$400 each dependent.	State of Missouri, Department of Revenue, Income Tax Department, P. O. Box 329, Jefferson City, Mo. 65102.	\$3000 of active-service pay exempt after 1950. Director of Revenue may allow extension of time for filing without penalty or interest until one year after discharge.
*MONTANA:			
Gross income of: \$600 if single, \$1200 if married.	\$600 if single; \$1200 if married; \$600 additional if blind, 65 or older; \$600 each dependent.	State of Montana, Board of Equalization, State Capitol Building, Helena, Mont.	None.
NEW HAMPSHIRE: (1 May due date)			
Any amount of taxable interests or dividends. Joint returns not permitted.	\$600 for each taxpayer.	State Tax Commission, Division of Interest and Dividends, Box 345, Concord, N. H. 03302.	None.
NEW JERSEY:			
Gross income in excess of personal exemptions if derived from N. J. by N. Y. resident.	Same as federal, plus tax credit of: \$10 if single; \$12.50 if married and filing separately; \$25 if married and filing jointly, or head of household.	New Jersey State Emergency Transportation Tax Bureau, Division of Taxation, Trenton, N. J.	All active service pay exempt. Persons in active service with the Armed Forces of the United States who may be prevented, by distance, or injury or hospitalization arising out of such service, may be allowed an extension of six months for filing.
NEW MEXICO:			
Same as federal.	Same as federal.	State of New Mexico, Bureau of Revenue, Income Tax Division, P. O. Box 451, Santa Fe, N. M.	None.

THE BULLETIN BOARD

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
*NEW YORK:**			
If federal income tax return is required to be filed or if New York adjusted gross income exceeds exemption.	Same exemptions as federal, plus tax credit of: \$10 if single; \$12.50 if married and filing separate returns; \$25 if married and filing joint return, head of household or "surviving spouse" with a dependent child.	New York State Income Tax Bureau, The State Campus, Albany, N. Y. 12226.	See note below for exemption of taxpayers who satisfy all three conditions therein. Instructions state that in living in assigned or rented government quarters one is not maintaining a permanent place of abode.
**NOTE: Sec. 605(a) of the New York State Income Tax Law provides in part: "A resident individual means an individual: Who is domiciled in this state, unless he maintains no permanent place of abode in this state, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than 30 days of the taxable years in this state, * * *			
*NORTH CAROLINA:			
Gross income in excess of personal exemption without inclusion of exemption for dependents.	\$1000 if single or a married woman; \$2000 if married man or head of a household; \$2000 if widow or widower with minor child; \$1000 additional to blind taxpayer; \$300 each dependent.	State of North Carolina, Department of Revenue, Individual Income Tax Division, Raleigh, N. C. 27602.	None.
NORTH DAKOTA:			
Net income of: \$600 if single or separated from spouse; \$1500 if married or head of household. Gross income of \$5000.	\$600 if single; \$1500 if married or head of household; \$600 additional if blind, 65 or older; \$600 each dependent.	State of North Dakota, Office of Tax Commissioner, State Capitol Building, Bismarck, N. D.	All active service pay is exempt, but Tax Department requests the filing of returns to eliminate unnecessary correspondence when federal cross-checks are made.
OHIO:			
No individual income tax. Some cities impose income taxes, but military pay is exempt by state law.			
*OKLAHOMA:			
Gross income of: \$1000 if single, \$2000 if married.	\$1000 if single; \$2000 if married or head of family; \$500 each dependent.	Oklahoma Tax Commission, State of Oklahoma, Income Tax Division, Oklahoma City, Okla.	\$1500 of active service pay is excluded. Filing and paying by member outside the United States or hospitalized in the U. S. deferred until 15th day of third month following return or discharge from hospital.
OREGON:			
Net income of: \$600 if single; \$1200 if married. Gross income of \$4000.	\$600 if single or separated; \$1200 if married; \$600 additional if blind plus tax credits of \$18 if blind, \$12 if 65; \$600 each dependent. (\$1 tax credit, maximum \$6, each \$100 partial support of less than 50 per cent.)	Oregon State Tax Commission, Income Division, 100 State Office Building, Salem, Ore. 97310; or State Tax Commission, 1400 S. W. Fifth Ave., Portland, Ore.	\$3000 of active service pay is excluded. Returns and payment of tax deferred for 90 days after return to U. S. from period of duty exceeding 90 days outside continental United States.
PENNSYLVANIA:			
No individual income tax, but residents of some Pennsylvania cities and municipalities may be liable for local income taxes. Philadelphia and Pittsburgh exempt all military pay.			
*PUERTO RICO:			
Gross income in excess of: \$800 if single, separated from spouse or if head of family; \$2000 if married and living with spouse.	\$800 if single or separated from spouse; \$2000 if married or head of family; \$400 each dependent.	Commonwealth of Puerto Rico, Department of the Treasury, Bureau of Income Tax, P. O. Box 9833, Santurce, P. R. 00908.	None.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
*SOUTH CAROLINA:			
Gross income of \$800 or more.	\$800 if single; \$1600 if married filing jointly or only one spouse has income or if head of household; \$800 additional if blind, 65 or older; \$800 each dependent.	South Carolina Tax Commission, Income Tax Division, Drawer 420, Columbia, S. C.	None.
TENNESSEE:			
Income over \$25 consisting of dividends from stock and interest from bonds.	None, except income of blind persons is exempt.	State of Tennessee, Department of Revenue, Income Tax Division, War Memorial Building, Nashville, Tenn. 37219.	None.
UTAH:			
Gross income of: \$600 if single or separated from spouse; \$1200 if married.	\$600 if single; \$1200 if married; \$600 additional for taxpayer and spouse if blind; \$600 each dependent.	State Tax Commission of Utah, State Office Building, Salt Lake City, Utah 84114.	If in foreign country 510 days of any 18 consecutive months may file as a non-resident for each taxable year while so absent for three months or more.
*VERMONT:			
Gross income of \$500 (\$1000 if 65 or older).	\$500 for taxpayer; \$500 for spouse; \$500 additional if blind, 65 or older; \$500 for each dependent.	Commissioner of Taxes, Vermont Department of Taxes, Montpelier, Vt. 05602.	Same as federal. Members serving outside Vermont may defer paying tax on service pay until six months after discharge.
*VIRGINIA: (1 May due date)			
Gross income of \$1000.	\$1000 for taxpayer; \$1000 for spouse; \$600 additional if blind, 65 or older; \$200 for each dependent plus \$800 to unmarried taxpayer who has a dependent father, mother, son, daughter, sister or brother.	Commissioner of Revenue of the county or city of which taxpayer is a resident.	None.
*WEST VIRGINIA:**			
If federal return is required or if West Virginia adjusted gross income exceeds exemptions.	Same as federal.	West Virginia State Tax Commissioner, Income Tax Division, Charleston, W. Va. 25305.	See note below. W. Va. instructions state that when living in assigned or rented government quarters one is not maintaining a permanent place of abode.
**NOTE: Sec. 7 of West Virginia Income Tax Law provides in part: "Resident individual means an individual who is domiciled in this State unless he maintains no permanent place of abode in this State, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than 30 days of the taxable year in this State, . . ."			
*WISCONSIN**			
Gross income of: \$500 if single; (\$1000 if 65 or older); \$1200 if married (\$1400 if one spouse is 65 or older, \$1600 if both 65 or older).	Tax credit of: \$10 if single; \$20 if married or head of family; \$10 each dependent; \$15 for taxpayer and spouse if 65 or older.	State of Wisconsin, Department of Taxation, Processing Center, P. O. Box 59, Madison, Wis. 53701.	\$1000 of active service or Reserve pay excluded. Extension of time for filing granted to members on duty abroad until 15th day of sixth month following close of taxable year.
**NOTE: Declarations of estimated tax need not be filed by persons on active duty outside continental United States.			

New Correspondence Courses

Four new officer correspondence courses have been issued and are now available for enrollment.

OCC *Nuclear Ordnance*, NavPers 10411 (confidential/restricted data) consists of five assignments.

OCC *Personnel Administration*, NavPers 10968-B (unclassified)

supersedes NavPers 10968-A3. It consists of 12 assignments.

OCC *Radiological Defense*, NavPers 10771-B (unclassified) supersedes NavPers 10771-A1. It also has 12 assignments.

OCC *Hematology*, NavPers 10501 (unclassified) is available to officers and enlisted men in the medical de-

partment. It consists of two assignments.

The three officers' courses should be ordered through the Naval Correspondence Course Center, Scotia, N. Y. *Hematology* is available from the Commanding Officer, U. S. Naval Medical School, National Naval Medical Center, Bethesda, Md.

NTC, San Diego



ALL HANDS SPECIAL SUPPLEMENT

IN 1542 when Juan Rodriguez Cabrillo took his first look at what is now San Diego's 22 square miles of natural deepwater, he pronounced it "a land-locked and very good harbor."

Although Sr. Cabrillo obviously knew a good thing when he saw it, he could hardly have foreseen just how good his harbor and its environs would be in 1965.

The waters of San Diego Bay are now home for hundreds of destroyers, cruisers, aircraft carriers, troop transports, submarines and other Navy ships.

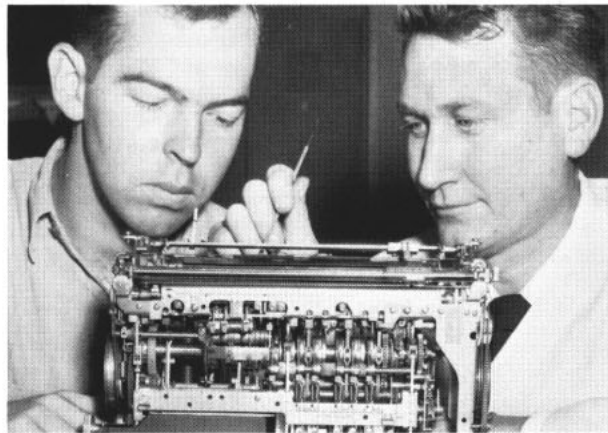
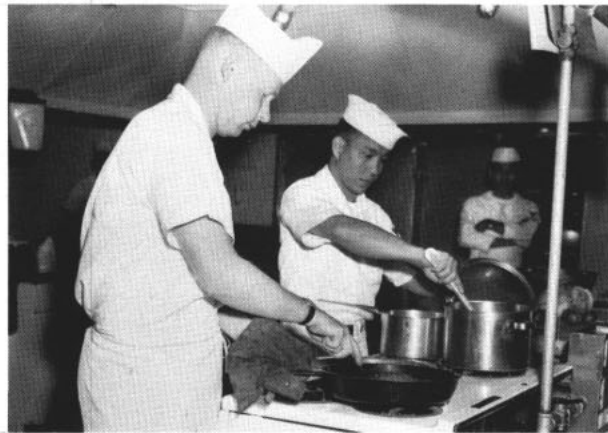
On the shores of Juan Cabrillo's bay is located the U. S. Naval Training Center which, in the 20th century, is training sailors for a fleet such as Cabrillo's mind

could not possibly have conceived in the 16th century.

Even 40-odd years ago, it would have been difficult to compare San Diego Harbor with what it is today. Franklin D. Roosevelt was one of the first to show an interest in San Diego as a naval base in 1915, when he visited the California-Panama Exposition at Balboa Park. Nothing came of his interest however, because World War I claimed all the nation's attention shortly thereafter.

In 1919, the City of San Diego and its Chamber of Commerce donated 278 acres of land and the big job of rehabilitating the area was begun in 1921. By 1 Jun 1923 the activity was placed in commission as an NTC.

LEARNING HOW—Commissarymen learn galley techniques at San Diego. *Rt:* Lesson at Teletype Maintenance School.





SAN DIEGO NTC schools train Navymen in many skills. Here are the center's Radioman B and Shipfitters' schools.

The station's first job was the training of recruits and the instruction of Fleet personnel in special skills. The first crop consisted of 1500 recruits, trained by 10 officers and 50 enlisted men.

The nucleus of the Service School Command consisted of 65 instructors and 350 students who arrived 15 Jun 1923 from the Goat Island Training Station at San Francisco. They were to begin training in the four existing schools—Bugle, Preliminary Radio, Yeoman and Band.

AS ONE CAN WELL IMAGINE, the station at that time bore little resemblance to the San Diego complex of today. For one thing, the Bay extended considerably farther inland than it does today and land now occupied was then under water.

Recruit training in those days lasted 16 weeks with the first three weeks spent in the Detention Unit. At that time, it was a group of walled tents.

The first major expansion occurred in 1936 with the



completion of Camp Lawrence. In 1939, a construction program was begun which, within a three-year period, increased the station's capacity fourfold.

This particular expansion was part of a large-scale program of harbor improvements by means of which the channel and anchorages were deepened and 130 acres of filled land were added to the eastern boundaries of the station.

BY 1941, Camp Luce had been finished and the construction of Camps Mahan, Decatur and Farragut was already underway. Almost all this work was completed by September 1942 when the capacity of the station had reached its wartime peak of 33,000 men, of whom 25,000 were recruits. The training period during World War II varied between three and seven weeks.

In the Service School Department, an additional 19

Good to Hear and See: Flags, Drums and Bugles at NTC, San Diego

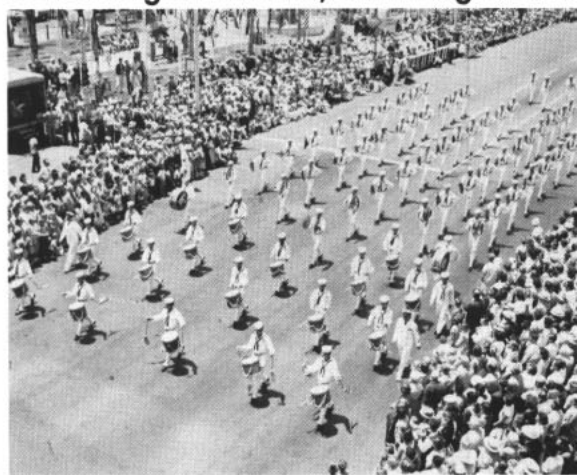
The Recruit Drum and Bugle Corps and the 50 State Flag Team lend their color to parades at the U. S. Naval Training Center at San Diego. The Drum and Bugle Corps has 65 members, some of whose bugles are in the soprano and baritone range.

Others in the Corps beat their snare, tenor and bass drums with such flashy variations as cross sticks and a twirl of their tasselled bass drumsticks.

The Drum and Bugle Corps' members are selected during the third week of their nine-week instruction period and provide music for morning and evening colors, march in the Center's weekly review and participate in public events in surrounding communities.

The 50 State Flag Team members carry the ensigns of each of the United States in the order of each state's admission to the Union beginning with Delaware and ending with Hawaii.

The flag team is a fixture of the weekly Recruit Brigade Review and makes frequent appearances at civic events throughout California.



ON THE TOWN—Famed recruit drum and bugle corps of NTC marches down the avenue during festival.

NTC, SAN DIEGO (cont.)

Here are some interesting facts about NTC San Diego.

- The average population of the Naval Training Center in San Diego is 18,000.
- NTC San Diego has trained more than 1,500,000 men since the station was opened in 1923.
- NTC San Diego trains more than 68,000 sailors each year.
- The Personnel Department at NTC San Diego processes more than one and one-half million service record entries annually.
- It takes Navymen exactly 80 minutes to issue a company of 80 recruits their full issue of clothing.
- With the aid of closed-circuit television at the Naval Training Center, San Diego, one instructor can teach up to 2200 men simultaneously.
- During the course of one year personnel at NTC San Diego consumed 1,632,182 gallons of milk and 1,932,640 pounds of bread.
- Fifty percent of the graduates of the Recruit Training Command at NTC San Diego receive immediate schooling in specialized fields following basic training.

schools were placed in operation between 27 Jun 1924 and 1 Oct 1941. Only the Radio, Buglemaster and Electrical schools functioned continuously throughout the greater part of the period between 1923 and 1941. The other schools operated intermittently as required.

Throughout the World War II years, a total of 41 different schools were established and/or reactivated to meet the needs of the service. Although they weren't operated simultaneously, the schools provided training for an on-board student population averaging about 5500 men. The peak student population was reached on 4 Jun 1944, when 8123 students were undergoing training in the various schools.

In April 1944, there was a change in the station's military organization to that of a group command, designated the U. S. Naval Training Center under a Center Commander. It had three subordinate commands—the

Recruit Training Command, the Service School Command and the Naval Administrative Command.

WHEN WORLD WAR II ended, the Service School Command continued to train men for the peacetime Fleet. Schools were established and disestablished to meet the needs of the Operating Forces and to keep abreast of changing techniques. The average number of men in training declined to a peacetime level until the outbreak of the Korean conflict. During that era the student population again reached the vicinity of the World War II peaks.

As of 1 Aug 1961, the Service School Command operated 24 different types of schools—11 Class "A", two Class "B", 10 Class "C" and one Class "P" schools plus a preparatory school for Navy Enlisted Scientific Education Program students.

The most recent addition to the Service School Command is the four million-dollar communications school which was completed in February 1962. It has 96 classrooms on three decks and facilities for instructing 1500 men at one time.

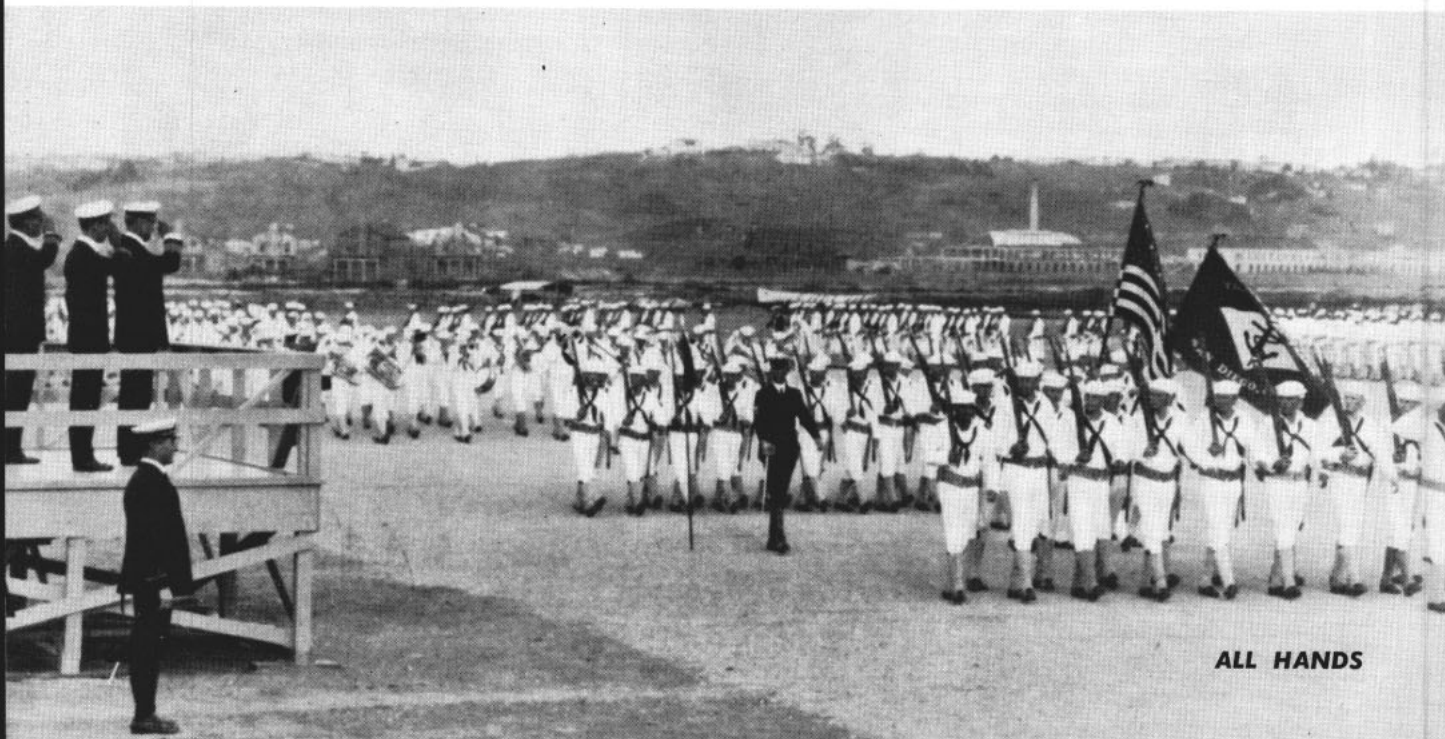
Nowadays, the Service School Command occupies 67 buildings and has an allowance of about 30 officers, more than 500 instructors and over 60 administrative and support personnel.

For the Recruit Training Command, the years immediately following World War II brought a considerable reduction in population despite a post-war expansion of service schools.

In fact, the end of 1949 saw the Center's recruit population at a 20-year low of 5800 men. Six months later, however, the Republic of Korea was invaded from the north and the Recruit Training Command immediately began expanding. By September 1950, the Center was again operating at nearly peak capacity.

DURING THE EARLY months of the Korean conflict, it became apparent that the demand for trained personnel in the rapidly growing Pacific Fleet would require further expansion of the Center and steps were

MARCHING BACKWARDS—Old photograph shows how recruit review at San Diego NTC looked in the year of 1925.



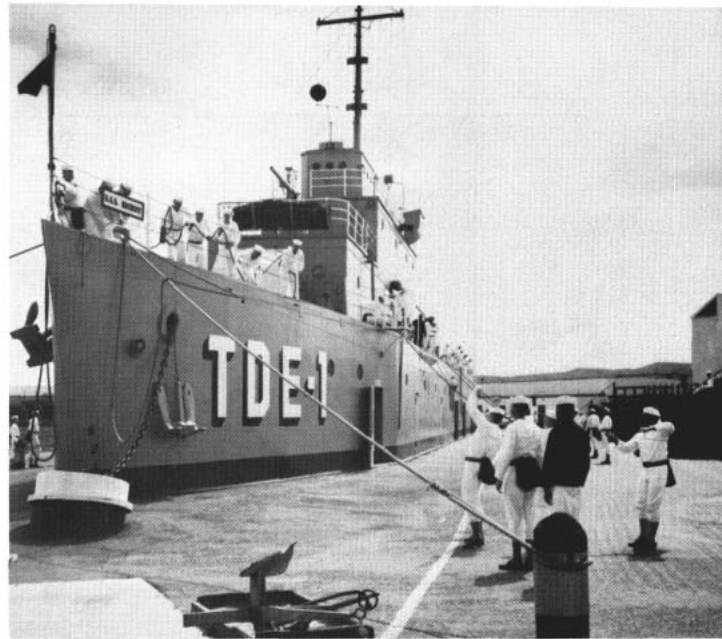


SUCCESSOR to 'bucket brigade' was this firehouse at the NTC. Rt: USS Recruit readies sailors for sea duty.

taken to reactivate Camp Elliott, a former World War II Marine Corps training camp, located 10 miles north of San Diego.

Camp Elliott was placed in commission as Elliott Annex on 15 Jan 1951. Its purpose was to conduct the primary phases of recruit training. The Elliott Annex lasted only until March 1953 when it was placed in an inactive status. During its two years of operation, however, more than 150,000 recruits were trained there.

Late in 1952, projects were approved to convert some recruit barracks into classrooms and to extend training facilities by construction of a permanent recruit camp on some undeveloped land.



The six converted barracks went into service as recruit classrooms in April 1953 and construction on what was to become Camp Nimitz was completed in 1955. With this project completed, the Training Center filled out to its present boundaries of 509 acres.

THE RECRUIT TRAINING COMMAND occupies the western half of the Naval Training Center and uses berthing spaces for some 20,000 recruits together with mess halls, classrooms, drill fields, recreational areas and administrative buildings. The Command also operates a recruit ticket office and a firefighting school at Carroll Canyon and a rifle range at Camp Elliott.

NTC's Ever-Changing Drill Team Keeps Same Sharp Look

One of the newest units to represent San Diego's U. S. Naval Training Center is the precision drill team from Radioman "A" School, Service School Command.

The team was established on 1 Jul 1964 and represents the Center in military ceremonies, civic celebrations and parades throughout southern California.

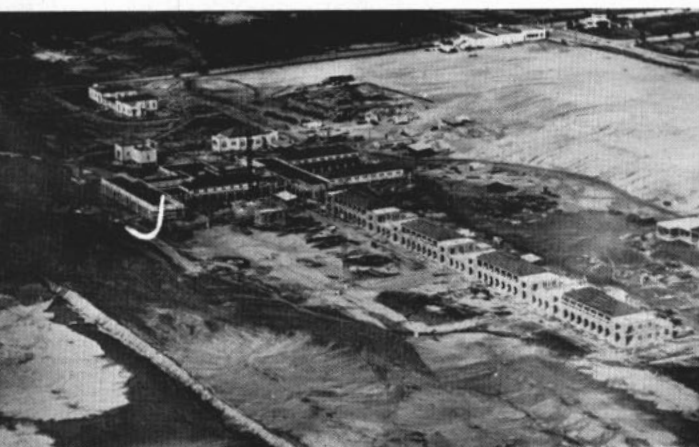
The outfit consists of a 12-man marching unit and five-man color guard and is composed of student volunteers who spend from 10 to 15 hours a week perfecting their intricate routines.

In addition to a close-order precision drill which can easily be staged in an area 20 feet square, the unit has developed several routines for use in parades. There is, for instance, a smartly done cross-over movement coupled with a nine-count Manual of Arms with twirling variations and the Queen Anne Salute.

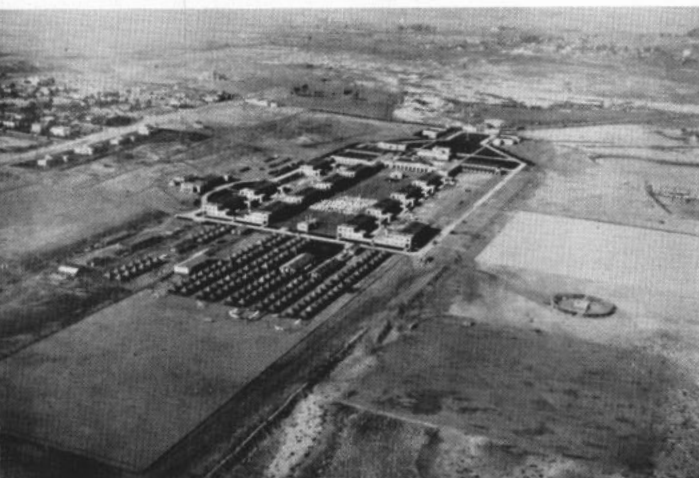
Members of the drill team must maintain a high academic standing in their class work; otherwise they are dropped from team membership. They give a consistently fine performance despite the constant loss of members who complete their nine weeks of training at San Diego and graduate to the Fleet.

Despite the constant influx of new drill team members, however, the team's repertoire of precision drills never fails to please the crowds and lend smartness to military occasions.





BEGINNING—NTC is shown in '23, before commissioning.



GROWING UP—Permanent barracks doubled the center's size but tent city was used until the late 1930's.

Service School Command Adds Six

The Service School Command of the Naval Training Center in San Diego, Calif., has annexed six more schools into its organization, thus augmenting its program of providing Navy and Marine Corps Personnel with extensive and highly skilled training.

The schools were originally part of the U. S. Naval Station in San Diego, but were officially annexed to the Training Center on 1 January. The schools are Basic Patternmakers, Basic Molders, Advanced Molders, Advanced Welders, Diver Second Class, and Electronics.

The annexation took place to standardize instruction at Naval Station and NTC schools. All schools will now come under the control of the Bureau of Naval Personnel. Control of the schools at the Naval Station was formerly held by Commander, Pacific Fleet Training Command. The new system will provide additional instructional support and training aids for the school complex.

Buildings and facilities at the Naval Station will still be used with personnel continuing to be trained there. Fund administration will be handled by NTC.



BIG CHANGE—NTC is shown (at bottom) in early 1960's.

The Naval Administrative Command provides logistic support for the operation of the station's other commands. The physical facilities of the Center include 399 buildings—barracks, mess halls, classrooms, auditoriums, warehouses, churches, hospitals and others which add up to a city with a population of 20,000 Navy men and women. The construction of new buildings also falls under the jurisdiction of this command.

The raw material—civilians who come to the San Diego Naval Training Center to emerge as Navymen 10 weeks later—usually comes from the states of the nation located west of the Mississippi and south of the Mason-Dixon Line. Also included are the states of Alaska and Hawaii plus the territory of Guam and the Philippine Republic.

The neophyte Navymen at San Diego spend about 30 per cent of their time in classrooms studying subjects designed to give them the basic fundamentals which build a career in the modern Navy. These subjects include Seamanship, Ordnance and Gunnery, Damage Control and Firefighting, Naval Customs and Traditions, Military Training, Physical Training plus classes in character guidance, citizenship, personal health and hygiene, first-aid and the Uniform Code of Military Justice.

The rest of the students' time is spent applying classroom skills on the firing range, in docking areas, at the firefighting school, at small boat wharves and on the parade grounds.

The physical training at San Diego emphasizes competitive sports and there are facilities available for all to participate collectively or individually in the program.

After they have been schooled, lectured, marched and otherwise exercised, the recruits find themselves on the parade ground with bands playing and flags flying, passing in review before the reviewing officer, distinguished visitors and frequently their own families and friends.

For the erstwhile recruits, it means they are no longer boots. For the Naval Training Center, it means the successful completion of one phase of its job—training men for the U. S. Navy.

DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

Gold Star in Lieu of Second Award

★ **RUSSELL, JAMES S.**, Admiral, USN, as Commander in Chief, Allied Forces, Southern Europe, from January 1962 to January 1965. During this period ADM Russell made an outstanding contribution to the security of the United States and its NATO allies. His direction and coordination of the multinational forces allocated to his command contributed materially to their readiness. During the negotiations for an amicable settlement of the Cyprus crises, he exhibited skill, clear-sightedness and objectivity in his relationship with officials of Allied Nations in the Southern Region and with commanders of contiguous national and NATO military commands. ADM Russell initiated the preparation and negotiation of civil-military cooperation agreements with the governments of Greece, Italy and Turkey for the division of responsibilities in wartime between allied and national commanders. These agreements were the first of their nature to be completed within the Allied Command, Europe. Through his leadership, ADM Russell materially enhanced the military posture of his command and advanced the accomplishment of the NATO mission.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ **DONLON, JOHN M.**, Commander, USN, as commanding officer of USS *Shark* (SSN 591) in 1964. Planning for and successfully executing a complex, difficult and important independent submarine operation, CDR Donlon was instrumental in achieving results of great value to the government of the United States. His preparation, analysis and documentation of information were important contributions to the success achieved.

★ **HUSHING, WILLIAM C.**, Captain, USN, as Supervisor of Shipbuilding, U. S.

Navy, at Groton, New London, Conn., from February 1962 through August 1964. Acting for the Director, Special Projects and the Chief, Bureau of Ships, CAPT Hushing contributed immeasurably to the nation's deterrent strength through his role as a key official of the Navy industry team developing and producing *Polaris* submarines. CAPT Hushing skillfully led the *Polaris* team at Groton in producing ships worthy of the names they carry. The timely completion of these ships has not resulted in any sacrifice of quality; to the contrary, new standards of quality and state of completion at delivery have been established.

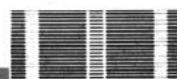
★ **RABER, ROBERT R.**, Lieutenant Commander, CEC, USN, as Public Works Officer at the U. S. Naval Station, Kodiak, Alaska, during the weeks immediately following the 27 Mar 1964 Alaskan earthquake. Lieutenant Commander Raber contributed greatly toward effecting the speedy restoration of the Naval Station at Kodiak. Immediately after the earthquake ceased, he proceeded to the power plant, remaining there at grave personal risk to insure the plant machinery was properly secured. He worked continuously during the following weeks, with little sleep, coordinating the repair operations, directing the installation of emergency equipment and planning for reconstruction.

★ **STANLEY, EMORY D., JR.**, Rear Admiral, SC, USN, as Auditor General of the U. S. Navy from 1 Nov 1962 to 1 Feb 1965. RADM Stanley's new concepts of audit utilization and audit summarization have made audit a vastly more useful service to top management. Under his leadership, Navy audit has kept pace with the rapid growth of new techniques. Knowledge and ideas on management information display have made him a sought-after advisor in this field. His direction of the Survey of Resources Utilization in the Western Pacific Area, completed in December 1964, made an important contribution to the maintenance of Pacific Fleet readiness.

★ **WOOD, HARRY W.**, Captain, USN, as Assistant Director for Plans, Defense Communications Agency, from 22 Jun 1962 to 30 Nov 1964. CAPT Wood made a major contribution toward enhancing the communications capability of the world-wide Department of Defense Communications System to support the Command and Control activities of national authorities.

Gold Star in Lieu of Second Award

★ **LEVERTON, JOSEPH W., JR.**, Rear Admiral, USN, as Deputy Chief of Staff to Commander in Chief, Atlantic Fleet and the Atlantic Command from 8 Oct 1962 to 20 Jul 1964. RADM Leverton contributed valuable guidance and leadership to the staff in providing sound recommendations to the Commander in Chief for the effective utilization of assigned forces. During this period the Atlantic Command was engaged in a wide range of operations and exercises in support of national defense policies, including the planning and conduct of operations in the vicinity of Cuba, incident to the Soviet-sponsored build-up of offensive weapons; the conduct of continuous air surveillance of Cuba to detect deliberate reinstitution of those weapons; the conduct of continuous antisubmarine surveillance of the Atlantic Command ocean area; and the deployment of naval forces to Haiti and the Dominican Republic during periods of tension. RADM Leverton contributed in large measure to the success of these operations.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ **ROBINSON, ROBERT M.**, Lieutenant, USN, posthumously, as pilot of a jet aircraft in Attack Squadron 43 during a routine training flight on 24 Jun 1964. Experiencing engine failure while approaching the runway for a landing at NAS Oceana, Virginia Beach, Va., LT Robinson elected to remain with his disabled aircraft and succeeded in maneuvering it clear of numerous homes beneath him before ejecting at extremely low altitude. In so doing, he sacrificed his own life to safeguard the lives of others.

★ **SATHER, RICHARD C.**, Lieutenant (j.g.), USNR, posthumously, as pilot of an aircraft in Attack Squadron 145 aboard USS *Constellation* (CVA 64) on 5 Aug 1964. Participating in a flight of four aircraft which located and was fired on by five motor gunboats in an area north of Loc Chau, North Vietnam, LTJG Sather carried out three damaging attacks against two of the largest craft before his plane crashed in the water between them. He contributed materially to the success of his flight in inflicting severe damage on the gunboats.

TAFFRAIL TALK

FOUR NAVYMEN FROM the U. S. Naval Explosive Ordnance Disposal Facility, Indian Head, Md., have demonstrated their lifesaving abilities—with a doe.

The four watched the deer start to cross a creek one cold morning, get in water over her head and begin to flounder. By the time they reached the scene, she had disappeared and the bubbles had stopped.

One of the men found her about a foot underwater, grabbed her ears, and kept her head above water until she could be pulled into the boat. Then they tied her feet together to prevent her from thrashing about.

Five minutes of artificial respiration later, her heart began beating again. After a few short breaths, her breathing returned to normal.

When they reached the shore she was untied and released, but her legs wouldn't hold her up. So she was tied up again, loaded into a truck, and carted off to the Facility.

Untied again, she got up shakily, stood this time, and walked slowly around the yard. Then she kicked a board out of the fence and bounded off into the woods.

These Navy men really saved their doe.

★ ★ ★

Modern technology helped a *uss Ranger* (CVA 61) sailor out of a tough spot.

He charged down the pier at a dead run toward the one remaining brow just before *Ranger* got underway.

He was 40 feet short.

The brow was lifted away, and there he was—thinking about what they do to sailors who miss a ship's movement.

But what might have become a very sticky situation was averted when a forklift operator employed by NAS Alameda hailed the *Ranger* man.

"Climb on," he yelled. "I'll get you aboard."

The sailor did just that. He clambered onto the forks and the operator aimed his vehicle for the ship, pressing the "up" button as he went.

It was a beautiful sight to see. The forklift reached the ship's forward aircraft elevator just in time. The sailor hopped off, turned, snapped a sharp salute to his benefactor, and disappeared into the ship.

A nice story, but we suspect the safety people might have something to say about this.

★ ★ ★

Forward-looking thinking in the Navy has not necessarily been confined to its more technical atomic, supersonic aspects.

LTJG Robert F. Murphy, Special Services Officer of Mayport, is willing to dare greatly. Solely in the interests of morale, he has established a "date roster" of eligible young women of Jacksonville, for the benefit of naval personnel who want a date. Men must list their preferences for blondes, brunettes or red-heads, plus desired ages.

There's a catch to all this, however. Married men are not eligible. In fact, warns Lieutenant Murphy sternly, "the names of married men registering will be forwarded to their wives for appropriate action."

One question arises in our mind. Is Lieutenant Murphy married?

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

● **IN FIGHTING TRIM**—*USS Duncan* (DDR 874) looks sleek, swift and mighty smart as she slices through the waters of the Pacific on a training operation.





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